THE "OVERLAND CHINA MAIL" (PUBLISHED EVERY MAIL DAY.)

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The China Mail.

ESTABLISHED 1845

AGENTS.

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No. 16,553. 英曆千九百壹十六年五月卅一號 HONGKONG, WEDNESDAY, MAY 31, 1916. 中華民國五年歲次丙辰 PRICE, $3.00 Per Month

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OLD VAT No. 4.

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—o:—

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HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

NOTICE.

The monthly return of strength is required on 1st June.

Pay lists for May should reach the Orderly Room by the 7th June. Rate of Dollar 2/2.

PROMOTIONS.

Pte. A. J. Ribeiro and Pte. B. S. Serna to be Lance Corpls. with effect from this date.

JOINED.

Pte. E. Manning having joined is attached Corps No. 2,007 and posted to Right Section M. G. Co.

LEAVE.

2/Cpl. I. Day is granted leave of absence from 1st June to 1st Sept.

10 PDR. GUN PRACTICE.

Sunday 4th June. The Artillery Battery, 2 N. C. Os. and 12 men Right Section M. G. Co., and 10 men of the Signalling Section will parade on the Cricket Ground at 8.45 a.m. and leave Blake Pier by launch at 9 a.m. Dress: Drill order, khaki (no sidearm) haversack and waterbottle (filled). Sandwiches will be provided.

PARADES.

Parades for Thursday, 1st June:—

5.15 p.m. Recruits of all units (except Right Section M. G. Co.) Squad drill at Headquarters under Sergt.-Major Higby.

5.30 p.m. Mounted Section on Polo Ground under Staff Sergt. Talbot.

6 p.m. Signalling Section, "A" Class Command Signalling practice at Headquarters. All members must attend.

DETAIL.

On duty to-night 31st instant: Right Section M.G. Co.

On duty to-morrow night 1st June: No. 2 Section Arty. Batty.

Next for duty: H.K.V.R.

Orderly Officer 26th inst. to June 1st: Lieut. Murphy.

HONGKONG POLICE RESERVE.

EQUIPMENT AND EMERGENCY BOARD 5.15 P.M.

Monday, June 5th.—No. 11 Section.
Tuesday, June 6th.—No. 12 Section.
Wednesday, June 7th.—No. 13 Section.
Thursday, June 8th.—No. 14 Section.
Friday, June 9th.—No. 8 Section.

ROUTE MARCH.

All ranks and units will parade at the Queen's Statue, Chater Road, on Friday, June 2nd, at 5.30 p.m. Sharp. Helmets will be worn.

ORCHESTRA PRACTICE.

Thursday, June 1st, at 6 p.m. at Club Lusitano.

ABSENTEES FROM DUTY.

All absentees from duty, as warned in orders and by their Company Commanders, will attend at Central Station, in uniform, whether wet or fine, at 5.30 p.m. on Thursday, June 1st.

Medical certificates will not excuse absence from attending, unless the absentee is confined to the house.

TRANSFER.

P.C. 845 Ormiston, Water Police, is transferred to No. 2 Section.

F. C. JENKIN,
D.S.P. (R.).

NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

LEE YEE'S

HAIR DRESSING SALOON.

Electric [illegible] with

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EXPERIENCED HANDS

Novels [illegible] Fashion Books and [illegible] Requisites.

13, D'Aguilar Street

Hongkong, June 5, 1914. 561

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BY K. A. MASSEY

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Also

PLAN OF BUSINESS SECTION $0.75

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Oil Drilling Cables of any size up to 3,000 feet in length.

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Hongkong, April 11, 1912. 501

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JANE SHORE.

PATHE'S BRITISH GAZETTE.

Starlight Comic:—SAFETY FIRST.

Keystone Comic:—(By Request) THE FATAL TAXI.

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Telephones in rooms. First-class Cuisine, Lounge, Smoking and Ladies rooms, Roof Garden.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON.		CANTON TO HONGKONG
WEDNESDAY, 31st MAY.		
8. A.M. 'HEUNGSHAN'		8. A.M. 'HONAM'
10. P.M. 'KINSHAN'		5. P.M. 'FATSHAN'
THURSDAY, 1st JUNE.		
8. A.M. 'HONAM'		8. A.M. 'HEUNGSHAN'
10. P.M. 'FATSHAN'		5. P.M. 'KINSHAN'

Single Fare by Night Steamer	$ 6.00
Return Fare by Night (available also for Return by day Steamer)	11.00
Single Fare by Day Steamer	5.00
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S.S. 'TAISHAN' Tons 2006 | S.S. 'SUI TAI' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO,

SUNDAY, 4TH JUNE.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI AN.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LUNTAN' and 'SANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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We Serve the Best Tiffin or Dinner in Hongkong for $1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

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The 'COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

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"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in regard to purity and delicacy of flavour, and is second to none in any respect whatever."
Medical Magazine, March, 1912

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In Tins and Fancy Boxes. Specially Packed for Export

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Hongkong, Dec. 11, 1909.

INTIMATIONS

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the EIGHTEEN ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 1st of June, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April, 1916.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 27th May to THURSDAY, the 1st June, 1916, inclusive.

By Order of the Board of Directors,
PHILIP R. WOLFF,
Acting Secretary.

Hongkong, May 20, 1916. 671

NOTICE.

WE have this day authorised MR. ARCHIBALD ORR LANG to sign the name of our firm in Hongkong and China.

We have this day authorised MR. GEORGE MASON LAKIN to sign the name of our firm by procuration in Hongkong and China.

GIBB, LIVINGSTON & Co.

Hongkong, May 25, 1916. 689

HAMBURG-AMERIKA LINIE.
G. PRIEN
HILL BERGDAHL & CO.
F. LORRIA
(In Liquidation).

CREDITORS are required to send in their Claims against the above to the undersigned, No. 5 Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.

Dated the 12th May, 1916.

J. HENNESSEY SETH A.S.A.A.,
650 *Liquidator.*

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebattik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1027

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER



CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

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"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

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Price 50 Cents.

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G. MOUSSION.

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OYSTERS Fresh, Fried or Stewed. Finnan Haddocks. Kippers, &c.

INTIMATIONS

Of Use to YOU!!

"DIRECT MULTIPLICATION"

always effects the multiplication in one line.

At BREWER & Co. for 30 Cents.

Hongkong, May 29, 1916. 696

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Apply by letter stating age and experience to "S".

C/o "CHINA MAIL" Office.

Hongkong, May 3, 1916. 610

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6242	Watchman, What of the Night. / The Battle Eve	Duet "
6843	Nobby Clark V.C. / Charge of the London Scottish	Descriptive "
6852	The Goose Step / When we've wound up the Watch on the Rhine	Kirkby "
6860	When Father Papered the Parlour / When Mother Backed the Winner of the Derby	B. Williams "

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MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of Ladies always keep Dr. Martin's Pills in the house, as these are the first sign of any irregularity of the System a timely dose may be administered. Please take none these imitations, however cheap they would sell. All Chemists and Stores sell them. Sole Wholesale Depot for Europe, Rue des MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS

DAIRY FARM NEWS.

HAM & BACON

WE HAVE RECEIVED NEW SHIPMENTS OF AUSTRALIAN & ENGLISH HAMS & BACON

PRICES AS USUAL.

66

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 10 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 10 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES AT ONCE SAFELY WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
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CURES CHRONIC WEAKNESSES, DRAINS, LOSS OF VISION, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 3S.
PAMPHLET AND APPLIANCE EXPLICIT FOR PURPOSE, FREE BOOK TO DR. LECLERC MED. CO. RAVENSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
THERAPION
SEE "PEAT TRADE MARKED WORD "THERAPION" IS ON EACH GOVT. STAMP AFFIXED TO EACH BOX. OBTAIN PACKET AND TAKE NO OTHER.

Do YOU know that THREE CASTLES Cigarettes are now obtainable everywhere?

The "Three Castles" Cigarettes

W.D. & H.O. WILLS, BRISTOL & LONDON

Manufactured from the FINEST MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker without the slightest fear of any disagreeable after effects.

SAVE THE COUPONS.
THEY ARE VALUABLE.

A CITY OF WAR WOMEN.

NEWCASTLE'S SPIRIT OF CHEERFUL SACRIFICE.

[BY SYDNEY WALTON IN THE "DAILY CHRONICLE."]

I have just spent a couple of weeks on Tyneside. They have been illuminating weeks as showing what work women are doing in this war. We are told that Paris and Berlin are model cities in the utilisation of women's services. Women manage the whole municipal machinery. They control the trams, they police the railways, they sweep the streets, they drive the vans, they are everywhere. "Look at Paris," is almost a commonplace with writers and politicians when they would impress upon us what women can do. There is no need to look afar off. What you find in Paris you find in Newcastle.

It was a bitterly cold day when I got to Newcastle. The Central Station is in an exposed position, and a strong man might have shirked the cold. There were five or six women cab-drivers defying the weather, and counting themselves fortunate in being called to endure hardness for the country's sake. "We have relensed men for the firing line!" That is the refrain of the Tyneside women. I wanted to go to Fenham and then to Gosforth. You have to cross a moor where the wind has no pity whatever. But it was "Cheer O" all the time with my lady Jehu. At one part of the journey I mounted beside her on the box seat and she replied to my questions in regard to her new mode of making a livelihood with great enthusiasm. "Like the life? Never been so healthy before. The weather's kind enough, once you get used to it. And the spring is at hand. This job'll be a holiday in the fine weather. You see, I'm fond of horses (steady, mare!) and everybody's so kind and pleasant. Except, perhaps, the cabbies themselves. They seem to resent us women coming to the rescue."

I gathered that there was a good deal of monotony in cab driving, but it's not without a spice of adventure, and my friend, Mrs. Jehu, commends the life to drawing-room maidens who are pining for something brave to do. Plenty of courtesy and intelligence are needed for the job, and I can imagine that in the springtime a girl cabby will make a pretty picture in the streets of Newcastle. She'll get any amount of trade and do well in wages, not to speak of the emoluments of perfect health, good appetite, and sound beauty-sleep. The hours are from 8 in the morning to 5 at night, no midnight duty.

A GRIM OCCUPATION.

Sunday my lady Jehu sometimes spends in melancholy fashion. She drives a hearse, while others of her sex and acquaintance drive the funeral carriages; "mourning coaches" is, I believe, the technical term. It is a grimly picturesque sight in Newcastle these women hearse drivers, the female charioteers of death, and nothing that I have seen so demonstrates the intense seriousness with which the women of Tyneside are answering the call of duty. Perhaps, too, nothing illustrates with such sombre vividness how completely the men of the North Country have been absorbed by Lord Kitchener and Lord Derby on the one hand, and Mr. Lloyd George on the other. Either khaki for the Army or overalls for munitions—each man has made his choice—and the routine of the city is left to the women folk. I saw one of the women hearse-drivers handling a pair of spirited black horses with perfect ease as they stepped through the maze of traffic.

Every milk float in Newcastle, I can almost aver, is driven by a girl. In one side street off the Scotswood road, where a large dairy is situated, I counted over a score of floats with milkmaid drivers clad in serviceable looking overalls. It was a picturesque sight, and impressive, too, besides. I seemed to see all kinds of steeds, and these in every variety—horses, Russian ponies, mules. And in every case a woman's hand guided the rein and wielded the whip. Little imagination is required to turn a milk-float into an ancient chariot, and I seemed to see the posterity of Boadicea careering forth to face the foe.

I got to know something of the daily programme of the milk-girl. Up in the morning at half-past five, at the stables soon after it, whatever the weather may be; start grooming your quadruped yoke-fellow, be at the station at seven to meet the milk-train, hitch the cans, and begin your rounds, which may be some miles away. Busy until noon, then to the station with empty cans afterwards to the stables, where you unyoke and clean down. It is a pretty strenuous life for a girl of 17, but they seem to enjoy it perfectly. For one thing, there is the unending fascination of a horse, and the liberty of the open air. "I was housemaid," said one girl to me, "but I found with most of us had leave. A pal of mine had been driving float for three months, and liked it. So I left dusting for driving. I'm my own mistress now, practically, and mistress of a horse as well. And liberty's a great thing. And I'm getting better money too. No, I knew nothing about driving, but soon picked it up. I take an interest in horses now, and I've joined the Girl Scouts in order to study more about animals."

FROM HOUSEMAID TO MILK GIRL.

This ex-housemaid is a marvel with a horse now. I saw her drive down one of those narrow, stony, perpendicular streets that fringe the Tyne. And this in time of snow. In Newcastle her name is legion. She is rushing out of the imprisonment of domestic service into the larger life of municipal organisation. She is the hope of Newcastle. The girl who served my lady's breakfast in bed in suburbia is now driving a van and delivering my lady's groceries. One young woman who drives a four-wheeled baker's van through the thickest of Newcastle's traffic drove nothing more ferocious than a broom-stick or a carpet-sweeper three weeks or a month ago. She wears breeches, finding more sensible for climbing in and out of the van. Newcastle has got incurious. She tells me that at first she was "the cynosure of all eyes," but the city has grown accustomed to the novel work of women. Only when she journeys take her to the colliery villages round about do the juvenile folk seem out to gaze and follow. But anywhere she is received with honour, sometimes with acclamation. North country people—I speak of Durham and Northumberland—express their appreciation through the teapot. This bakeress must have tea at every house in the street she likes. Which more need be said.

Of course, there are women porters throughout the whole of the British railway system, women ticket-collectors, women cleaners and so on. But nowhere have I seen them in so great a number as on Tyneside. A cheerful company are they; cheerful not because their husbands are away, as a wag has put it, but cheerful from the fact that, while she is fighting, she is playing a patriotic part as well. It is a commonplace of artificial service. I enjoyed trips on the tramcars which take the women workers to their task. Hundreds of thousands of girls hurrying to factories, not dejected, pale-faced and disconsolate, but in a merry press, singing as they go. It was a joy to be among their mirth.

BEGGAR WITH WAR LOAN STOCK.

A well-dressed man named Herbert Bell was charged with begging from door to door in Hull. He was found to be in possession of £100 worth of Exchequer Bonds and £100 War Loan Stock. He was remanded for medical examination.

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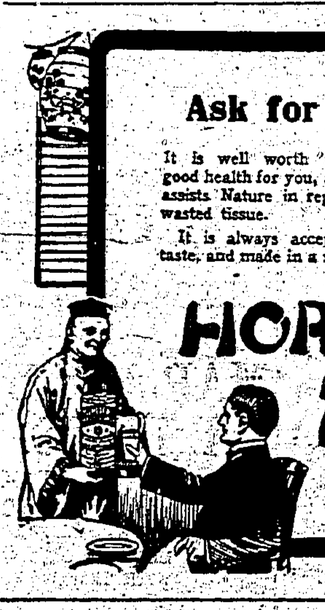
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TIME TABLE.

	OUT								IN									
Kowloon	8.50	*9.05	9.20	10.45	12.10	†1.28	†1.48	*3.30	5.18	Canton	7.25	—	8.35	—	12.30	3.20	—	—
Hung Hom	8.58	—	9.31	10.49	—	1.32	1.52	—	5.22	Shum Chun	10.28	8.05	8.33	12.03	3.20	6.15	5.30	6.25
Yau Ma Ti	9.02	—	9.43	10.55	—	1.36	1.57	—	5.27	Sheung Shui	—	8.12	8.40	12.12	—	—	5.37	6.31
Sha Tin	9.11	—	9.55	11.07	—	1.49	2.09	—	5.38	Fan Ling	—	8.15	8.43	12.15	—	—	5.40	6.34
Tai Po	9.23	—	10.09	11.20	—	2.01	2.22	—	5.52	Tai Po Market	—	8.25	8.53	12.27	—	—	5.49	6.43
Tai Po Market	9.27	—	10.15	11.26	—	2.05	2.26	—	5.56	Tai Po	—	8.32	9.00	12.36	—	—	5.53	6.45
Fan Ling	9.37	—	10.27	11.36	—	2.14	2.35	—	6.04	Sha Tin	—	8.44	9.13	12.48	—	—	6.04	—
Sheung Shui	9.40	—	10.31	11.39	—	2.18	2.38	—	6.07	Yau Ma Ti	—	8.56	9.27	12.58	—	—	6.15	—
Shum Chun	9.45	8.50	11.00	11.45	12.55	2.23	2.43	4.18	6.12	Hung Hom	—	9.02	9.32	1.04	—	—	6.20	—
Canton	—	11.45	5.20	—	3.50	—	—	7.15	—	Kowloon	11.00	9.05	9.35	1.08	4.00	6.55	6.23	7.10

Sha Tau Kok Branch.

	OUT			IN		
Fan Ling	Dep.	6.05	8.20	11.45	5.53	
Sha Tau Kok	Arr.	7.00	9.15	12.40	6.45	
Sha Tau Kok	Dep.	7.10	10.00	1.26	6.1	
Fan Ling	Arr.	8.10	11.00	2.35	8.15	

†Saturdays excepted. ‡Saturdays only.

*will stop at Sheung Shui or Tai Po on notice being given to the Guard at Kowloon.

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PUBLIC AUCTION.

The Undersigned have received instructions from the Chief Ordnance Officer, China Command, to sell by Public Auction,

on

THURSDAY,

the 1st June, 1916, at 11 a.m., at the Army Service Corps Camber,

The Steam Launch
"JUBILEE."

Length	65 feet
Beam	12 "
Depth	6 "
Displacement	60 tons

Compound Engines: Surface Condensing
will carry 70 passengers.

The Vessel may be seen by arrangement with the undersigned on or after 28th May at the Army Service Corps Camber.

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Hongkong, May 23, 1916. 681

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED)

on

FRIDAY,

the 2nd June, 1916, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

2 LARGE BENGAL TIGER SKIN RUGS, LEOPARD SKIN RUGS, SILVER FOX &c., &c.

Terms:—as usual.

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Auctioneers.

Hongkong, May 30, 1916. 690

PUBLIC AUCTION.

THE Undersigned have received instructions from The Superintendent, P. & O. S. N. Co., to sell by Public Auction.

on

THURSDAY,

the 8th June, 1916, at 11 a.m., at the Breakwater, Yau-ma-te,

The Iron Lighter
"MALATE,"
250 Tons Lighter,

Length	110 feet
Beam	31 "
Depth	6 "

Complete with Hatches, Windlass Chains, Anchors, etc.

The Shallow Draught of this Lighter renders it eminently suitable for Canton or Macao.

A Launch will leave Blake Pier at 10.30 a.m. day of sale to convey intending Purchasers.

On view 8th June.

Terms:—Cash.

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Hongkong, May 30, 1916. 701

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Paid-up Capital	£2,437,500	
II.—Fire Funds.....	3,837,047	
III.—Life & Annuity Funds...	17,567,690	
Sinking Fund Account	128,230	
	£23,970,367	
Revenue Fire Branch.....	£2,361,456	
" Life and Annuity Branches.....	2,141,693	
Revenue Marine Department ...	337,339	
Other Receipts	478,940	
	£5,339,228	

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WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURITA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 6,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or $3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of 'Who's Who in Japan' will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

IT IS A GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

Yet another 'Who's Who!' and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But 'Who's Who In Japan' is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr Kurita is a skilful editor and has done his work well.

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IF you have lost your appetite, one of the big Variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

RESCUE OF THE TARA'S PRISONERS.

ROMANCE OF THE DESERT.

[FROM W. T. MASSEY.]

While on the Western Egyptian front I heard full details of the armoured car fleet's dash to the rescue of the Tara prisoners from four officers engaged in that daring enterprise, in an absolutely unknown country, to succour nearly 100 starving Britons. It will stand as a classic in motoring annals. In many ways fortune favoured us, but it was only by a complete disregard of tremendous difficulties and a display of high qualities of courage and resource that the expedition was successful.

The discovery of the place of concealment was one of the romantic features. When General Lukin reoccupied Sollum he found that the enemy had burnt the camp, and the German-owned munition factory at Bir Waer, six miles south of the port. Ten armoured cars, following up the enemy's tracks, came upon a remarkable road, which, starting in the desert, runs to Tobruk, ninety miles away in Tripoli. According to English notions the road surface was execrable, but the armoured car enthusiasts declare it to be splendid. Over it the motors had a speed of thirty-five miles an hour.

At Aziza, nineteen miles from Bir Waer, the cars suddenly came upon the enemy, and dashed into a Turkish mountain-gun and two machine-guns, killing every gunner by maxim fire. Then, without a halt, they charged in line over the boulders, stiff scrub, sandy patches, and all the other traps among the widely-scattering foe, who were taking to their heels at the approach of the magical instruments of the infidel. The charge continued for seven miles, but the enemy, thrown into the wildest confusion, could not be further chased for fear of a shortage of petrol.

Many of the enemy were killed, and three field-guns, nine machine-guns, hundreds of rifles, spare parts, dynamite, travelling works shops, and a quarter of a million rounds of rifle ammunition were captured.

Some of the camels, hit by our machine-guns fire, blew to pieces as if struck by a high explosive, and then burst into flames. It was found that the Arabs had loaded them up with bombs and petrol.

ARAB'S LONG MEMORY.

On returning to Sollum the Duke of Westminster was informed that a letter had been picked up in the ruins of Bir Waer from Captain Gwatkin Williams to Nuri Bey, complaining that the Tara prisoners were starving and ill, and suggesting that medical comforts should be procured at Sollum. The letter mentioned Bir Hakim as the place of the prisoners' detention. Every prisoner and refugee was interrogated, but none knew Bir Hakim except a man who said he had fed a flock there thirty years ago. Subsequently another man, who had been the prisoners' guard, was discovered, and the Duke asked permission to attempt a rescue. Every man in the batteries sat up all night and next day tuning up the machines. The batteries were reinforced by light cars carrying guns, and all the motor ambulances within travelling range of Sollum were brought in.

By midnight on March 16 there were gathered at the old Turkish fort on the ridge above Sollum nine armoured Rolls-Royce cars, five touring cars with guns, light cars with supplies, and the ambulances—forty-two motors altogether. No tourist trophy cars were ever more carefully prepared than these.

At three o'clock on St. Patrick's morning the column moved out of the fort across the few miles of trackless desert, until the Tobruk road was picked up. Azizia, the scene of the charge two days before, was reached in darkness, and the force halted for the first rays of the sun to light up the sky behind them. The cars then hummed ahead, gathering pace as the shadows disappeared. At sixty-five miles a small party of Arabs were disarmed, but the men were set free, as there was no room for prisoners.

For miles the tracks of a car had been seen, and at eighty-one miles we captured a Wolseley belonging to the Royal Naval Armoured Car Division. The car's engine was in good order, but one of the back wheels was buckled. It had improvised tyres.

A great quantity of sheet rubber has been washed up on this coast, presumably part of the cargo of a torpedoed ship. The Arabs had rolled it up tightly, bound it with camel-hide, and fastened it to the rims with wire. An officer went out a few days later for this car, and found that it had been burnt.

When the column got eighty miles on the Tobruk road the cars changed direction, turning on the desert due south. After fifteen miles rough and tumble over desperately rough ground the party began to feel uncertain of success. The two Arab guides were arguing as to whether they were on the right track; the man who had not seen Bir Hakim since his boyhood thought they were wrong. The other Arab would not say much, although circumstances proved him a zealous guide. He thought the pace of the cars was greater than it really was, and he expected to arrive sooner.

The desert was now very stony, but the going was fairly hard. A hundred miles went by, and then 105. That was believed to be the limit of the distance, but still there was not the faintest sign of the Tara prisoners' camp. At between 110 and 115 miles nobody spoke, and the silence suggested fears of failure. A mile further on the Arab became animated, on seeing a sort of small mountain.

"ARE WE FREE?"

A halt was called at two o'clock, and the Duke sent forward the armoured cars to attack. They raced up to within 200 yards of the mound, and, as one would expect, the first car was that of Lieut. William Griggs, the famous jockey, who regards this as the biggest of the classic races in which he has taken part.

Before the relievers the prisoners were standing silhouetted against the sky-line, absolutely motionless and silent as statues, dumb with amazement at the appearance of the strange throbbing fleet. At last one man threw off the sack covering him and faintly cheered, and the crowd staggered forward in the rolling gait of starved men, and swarmed round the cars, crying, "Are we free?" They could not be persuaded to leave the cars, and slightly hindered our advance to tackle the guards, all of whom were subsequently killed. One officer declared that the prisoners were so excited that they "jawed like blazes."

Meanwhile the remainder of the column, on seeing the prisoners leave the mound, started a tremendous race to the spot. They ran abreast, caring not for obstacles or punctures, but just tore forward as fast as their engines would propel them, and the air was filled with the cheers of the crews and the noise of the exhausts.

The prisoners' condition was desperate. A heap of white shells showed that snails had been their staple diet. Occasionally they had goat flesh, but the amount served out was reduced to the size of a skinned mouse, one prisoner said. Some parties had gone out daily to find edible roots. These had been collected from a wide area, and as the captives' strength diminished they made painful journeys with small results. They think that in five days their resources would have ended. Some of them ate too freely of the bread, milk, jam, and bully beef carried in the ambulances, and the cars were slowed down on the homeward journey, Sollum being reached on the following day.

The cars travelled 240 miles. With the rescued prisoners were two mascots of the Armoured Car Division, one being a parrot brought away from Ypres, which cannot speak, but betrays its former home by making a quaint noise like the flight of a shell. A ship's officer and a Greek interpreter missing from the prisoners were found safe. They went under escort to Tobruk for food, the guards telling the Italian authorities that the prisoners were starving and that the English would pay. While food was being procured the Italians received a wireless message announcing the rescue, and the two were immediately released.

NEW WAR FILMS.

FOUR TO BE RELEASED NEXT MONTH.

Four interesting war films taken in France, by special arrangement with the War Office, were on private view recently at the Court Imperial Playhouse, Tottenham Court-road, London. This is the fourth series of the kind that has been arranged by the British Topical Committee for War Films. A substantial royalty is paid to the War Office, for military charities, on every foot of film licensed.

The four films, which will be released in May, deal with the Irish at the front, Lord Kitchener in France and Flanders, how our wounded are care for, and the work of the postal department. One of the most striking pictures is of the Royal Irish on their way to the trenches, with Capt. Redmond, M.P., leading his company.

Lord Kitchener is seen inspecting brigades of the new Army, standing by a snow covered road. The severely wounded are shown in large hospitals, to avoid jolting, and the joy of letters from home is vividly displayed in the pictures of the distribution of letters in the front line trenches, under fire.

THE PART OF ITALY.

LORD BRYCE ON WHY SHE CAME IN.

"What is it that has brought Italy into this strife?" asks Lord Bryce in "The Book of Italy," which Mr Fisher Unwin has just published. He answers: "Partly her sympathy for, and her sense of duty to, those Italians who dwell in lands too long blighted by Hapsburg tyranny, lands where everything Italian was disparaged or persecuted. But there was also another cause. The heart of the Italian people has felt that great principles are involved in this war.

"The interests of all mankind are involved when a great State openly avows its contempt for treaty obligations and makes its military advantage the only measure of its international duty."

"Freedom and Justice, these, says Lord Bryce, were the watchwords of the heroes of the "Risorgimento," the noblest group of patriots that Europe has seen for two centuries. The great Italians of the past would all be united now, could they return to watch this conflict, more terrible than any the world has ever seen before. Victor Emanuel and Cavour, Mmghetti and Manin, Garibaldi and Mazzini, would all approve a war waged by the land they loved, for Freedom and Humanity."

Apart from Lord Bryce's preface, "The Book of Italy" contains messages from a number of English and Italian statesmen, also a wealth of articles and pictures, and it is published in aid of the Italian soldiers' and sailors' families in the United Kingdom and of the Italian Red Cross.

THE ALEXANDRA CAFE Cannot be Beaten, it Excelled. For Bread Cakes, Confectioners Meals with Wines & Liqueurs.

VERDUN VISITED.

A TARGET FOR THE HUNS.

This graphic description of a recent visit to the town of Verdun is by Dr. Frolsland, Paris correspondent of the "Aftenpost," of Christiania.

We are standing in a fortress on the summit of one of the hills surrounding Verdun, and looking down into the burning city. Below us lies the Valley of the Meuse, filled with a glorious sunshine, and for the first time this year one feels the soft warmth of springtime in the air—one sees traces of the early springtime verdure here and there on the east plain that slopes to the banks of the swollen Meuse, whose green waters resemble an emerald necklace thrown at random into the valley. Great clouds of smoke about two kilometres in width cut the necklace in two where Verdun burns upon both sides of the river. There is a gentle breeze in the valley, which wafts the smoke northward, giving the effect of a gigantic leaning tower at one moment, an enormous torch waved aloft the next.

INCENDIARY BOMBS.

At our side, sheltering behind the stone walls of the fortress, the officer is telling us that for the past two or three weeks three or four hundred bombs a day have fallen into the city, but that only two or three days ago did the incendiary bombs begin to fall. It is probable that the enemy, finding he could never take the city, decided to destroy it if possible. General X——, who accompanied us, took us through the city and its environs. We visited a station for the shelling of aircraft. Five minutes before our arrival a Fokker had been driven back into the enemy lines by the fire from this station. "It was the fourth which had tried to fly over our lines this morning," said the officer in command, a mere boy of some twenty years. "How many shells have been fired from this station?" asked the General. "Environ de cinq mille, mon General," answered the boy. It was a comparatively new station.

But now some shells had begun to fall upon the town. They came from the north, in the direction of Douaumont and the Cote du Poivre. The cannon thundered without ceasing, but one could not distinguish any definite sound; it was a roar as of thousands of logs being hurled from enormous water-shoots. It seemed too powerful, this intensity, to be the work of man. It seemed as though a gigantic volcano had opened and was hurling burning lava out to cover and exterminate all the world. As we followed the General back towards the automobiles by which we had come we were conscious suddenly that the air above us had begun to vibrate. Most of us knew this odd noise. A shell was coming. It burst, and a hail of bombs fell not far away into the city. They were incendiary bombs, and we saw the spurts of fire that followed their course. One of them fell upon the veranda of a trim little cottage standing alone. A great flame arose which licked the veranda off the cottage. Then spread two red-black arms, one on either side, which seemed to lift it into the air in a puff of curling, foamy smoke. This smoke was wafted backwards by the fresh spring wind from the valley, revealing only space where the cottage had stood. A grenade fell into a grove of big oak trees below the walls of the citadel, cutting them up neatly and whirling their fresh young buds about our heads.

HOUSES ON FIRE.

We spent the next half-hour in an underground shelter waiting for the fury of the bombardment to abate.

When we re-entered the town fire was burning in six places in one street. Is Verdun destroyed? Yes and no. There were many quarters of the city quite untouched. Of course the civilians had gone long before. We saw but one lone civilian during our visit, and he had obtained permission from the General-in-Chief to return in search of some precious books he had left there. "Le civil de Verdun" the soldiers called him, and down the street he now came carrying some of the books. I had made his acquaintance three months ago during my former visit, and I spoke to him now. He was very tranquil, like all the rest about the city. "My house is destroyed," he said, "but what is that if the way of the vandals is barred?"

What is there to say of these soldiers and firemen working in the burning streets of Verdun with the bombs falling about them constantly? Courage, indifference towards death, self-sacrifice—these are words much too ordinary for the soldiers of France. Everyone of them should be named Chevalier of the Legion of Honour, and even that would be nothing beside the immensity of their valour. Somebody said that there were explosives in the cellar of the burning house around which they were working, and five men at once volunteered to search. I saw them kick in the door and disappear inside the little hallway, from which smoke and flame were already spouting.

We walked some hundred metres through a burning street. Flames shot from the windows of several houses. When we returned to where the men were at work we found that an obus had cut one of the rubber hoses in two. A wall had fallen across the street, and over the burning scaffolding and hot brick we climbed as best as could. A jewellery shop and a pharmacy burned on opposite sides of the street. In the latter we saw the upspurting of coloured flame regularly at ten-second intervals from bottles of inflammable luiquid as the fire crept along the shelves. The gutter in front, swollen with water from the hose, became dammed with burning books, but these were carried rapidly away. We heard the snapping of telephone wires, and from the empty house beside the pharmacy the insistent ringing of a telephone bell, which stopped with a gurgle—a death rattle—as a great green flame surged from the window.

All along this street were the locked doors and barred windows of the departed population. In some cases heavy beams had been nailed over the windows, but they were of no avail against invading flames. "Ferme" was written on the door of a tiny cottage whose occupants had been known to me, and I wondered where the two old men had gone. Farther on, in some garden plots, was a great litter of old shoes and sardine tins, thrown hastily among the budding bushes standing untidily above faint attempts of springtime verdure. Who shall tend the gardens of Verdun this spring? Here was a house cut quite in two, and from its upper storey the remains of a bed stood out strangely into space; a picture in a gilt frame dangled from a broken beam.

THE PHŒNIX CANNOT DIE.

The saddest thing was to see the deserted animals—thin, with a terrible bewilderment on their faces. A pack of them dashed wildly by as though madness had seized them. Some had been injured by the falling bricks. We asked the soldiers to shoot them. Many had already been shot, our officer told us. The birds were making a great clatter in some trees by the wall. Six little dead birds were perched upon a broken "live" wire from the fallen telephone post.

General—took us over the fortress from which he could see glimpses of the cross-fire between Douaumont and the Cote du Poivre. We descended into the lowest cellar, where we were invited to lunch beneath the shelter of some fifteen metres of rock, and there we spent a most agreeable hour with the officers of Verdun. There was no pessimism among them. The question of Verdun was quite settled in their minds. They had set it aside with

"Ils ne passeront jamais, jamais!"

It may be that in the end but little of the old city will be left. But the great column of fire in the valley of the Meuse must die one day. There will be ashes, and those ashes will be French.

The Phœnix cannot die!

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS.

PRICES: $1.25 and $2.25.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipways and can accommodate any craft of 200 feet long.

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WONG PING WA, Manager.

Hongkong, April 1, 1912.

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JOHN OAKEY & SONS'
WELLINGTON EMERY & BLACK-LEAD MILLS, LONDON
EMERY
EMERY CLOTH | GLASS PAPER | BLACK LEAD
"WELLINGTON" KNIFE POLISH

JOHN OAKEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

The Calcutta Turf Club decided to have a sweep this year for the Derby or some equivalent race. At a special meeting the stewards passed a resolution to hand all the profits of the sweep (i.e., the 10 per cent. deducted from the total towards expenses) to war funds and Calcutta charities, guaranteeing a minimum of 1½ lac of rupees (£10,000) for this purpose.

ALWAYS RECOMMEND IT.

IN almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhœa Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations and its never failing qualities account for its great popularity. For sale by all Chemists and Storekeepers.

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SUMMER HOODS MADE UP

SEE WINDOW.

THE DIARY.

MEMOS. FOR TO-MORROW.

Ascension Day.

7.45 a.m.—Choral Eucharist at St. John's Cathedral.

11 a.m.—Auction of S.L. "Jubilee" at A. S. C. Camber.

Noon.—"Star" Ferry Co's. Meeting.

General Memoranda.

FRIDAY, June 2:—

2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Hough's.

2.30 p.m.—Auction of Tiger and Leopard Skin Rugs etc., at Messrs. Hughes and Hough's.

SATURDAY, June 3:—

King George's Birthday (1865). Holiday.

5.30 p.m.—Parade of Boy Scouts and Girl Guides on Murray Barracks Parade Ground.

SUNDAY, June 4:—

9 a.m.—Excursion to Macao by s.s. "Taishan".

MONDAY, June 5:—

Dragon Boat Festival.

THURSDAY, June 8:—

11 a.m.—Auction of the P. & O. Lighter "Malate" at the Breakwater, Yau-ma-te.

MONDAY, June 12:—

Whit Monday.
Bank Holiday

THE CHINA MAIL TYPHOON MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 50 Cents.

From the China Mail Office.

The China Mail.

HONGKONG, WEDNESDAY, May 31, 1916.

PUBLIC HEALTH CAMPAIGN IN CHINA.

CHINA has been described—and quite truly—as a country which has no sanitary laws, no public regard for national well-being, whereby any attempt is made to lower the sick and mortality rates by a study of the conditions which have brought about the epidemics which sweep the various localities from time to time. There are exceptions to every rule, and the single exception to this general statement that we are able to recall is the good work in Manchuria a few years ago which followed upon an International Medical Conference at Mukden in regard to a particularly bad outbreak of pneumonic plague in that part of China. That campaign was attended with complete success: there has been no recurrence of the epidemic; and it is surprising that this fact has not encouraged and stimulated the Chinese Authorities to wider action on the same lines. We note in the Peking papers that "a successful start" has just been made there with a public health campaign, though the "start" seems at present to consist merely in the formulation of a programme. But the right sort of men are interesting themselves in the movement, and the campaign may be expected therefore to bear fruit. One of the speakers at the conference in Peking said the immediate object of the campaign was to secure by general effort a clean and sanitary city, and ultimately to secure the establishment of a scientific Public Health Department which will direct the campaign against infectious disease in China. In most countries the department—the machinery—would be set up first, and no doubt this will be done in China when the sanitarians set about the task of realising their aims. One of the lecturers mentioned that competent authorities estimated the death rate in China to be not less than 40 per 1000, as compared with 14 in England. It is not to be wondered at that epidemic disease is rampant in China when we see the dreadfully insanitary state of the average Chinese city. Progress, as one of the lecturers remarked, must necessarily be slow, "for it depends first on creating a favourable public opinion, then on education and ultimately on legislation and finance. China is a big country and a campaign in the city of Peking alone is not sufficient, even for a start. There should be an effort to create a modelcity in every province.

H.K.P.R. "SPORTS NIGHT."

The challenge made by J. Evans has been accepted by P.C. Stimson, H.K. Police, who will box the challenger on his own terms.

Prizes have been offered by Dr. Forsyth, Dr. Harston, Messrs. Ruttonjee & Son, and the European Revenue officers.

Challenges and challenge acceptances should be sent to Staff Inspector Wildin, H.K. Police (Reserve), Imports and Exports Office.

NEWS OF THE DAY.

LOCAL AND GENERAL.

To-morrow is Ascension day.

Last night 2.27 inches of rain fell.

Messrs A. S. Watson and Co. Ltd's. annual general meeting is announced to be held on June 9th at noon.

Indavertently in our yesterday's issue we mentioned that the Star Ferry Co's. meeting would be held to-day at noon. This is a mistake. The meeting will be held at noon to-morrow, Thursday, 1st. June, at the offices of Messrs Jardine, Matheson and Co., Ltd.

The Royal Mail Steam Packet's new vessel Carmarthenshire (7,823 tons net), which was only completed last year, arrived on her first voyage to Hongkong yesterday. A feature of the ship is her large number of derricks for the expeditious working of cargo.

We regret to announce that information has been received stating that Captain Hudson, of the "Catherine Apear" and Captain Olifent, of the "Japan," have died at home. They were for many years running through Singapore, and had quite a large number of friends on the China coast—*Straits Times*.

The *Straits Times* says:—Members of the S.V.C. will be interested to hear that Sergt. Lewis, R.G.A., who has been so actively engaged in the training of volunteer recruits for the past eighteen months, is shortly going to Hongkong where he receives promotion to the Hongkong and Singapore Batt. R.G.A.

SOCIAL AND PERSONAL.

Sir William and Lady Rees Davies left the Colony to-day on a trip to Japan.

Among those who left the Colony to-day on liners going North were Mr. and Mrs. J. W. C. Bonnar and family, and Mr. and Mrs. A. G. Coppin and family, and Mrs. F. Smyth who are all proceeding to England. Mr. and Mrs. E. J. Chapman left for Japan.

Mr. Arthur C. Savage, elder son of Mr. R. A. J. Savage of Tiverton, and formerly of the Hongkong Colonial Service, was married recently to Miss Phyllis Menhenick, youngest daughter of the Rev. C. Menhenick, M. A. of Caverleigh Rectory, Tiverton. Mr. Arthur Savage is an accountant with the North Borneo Trading Co. at Sandakan.

LOCAL CHINESE WEDDING.

PICTURESQUE CEREMONY AT THE CATHEDRAL.

An interesting and picturesque wedding took place at St. John's Cathedral this afternoon, the contracting parties being Miss Annie Ng Quinn and Mr. Wei Wing Lock, son of the Hon. Mr. Wei Yuk, C.M.G. The Rev. C. B. Shann performed the ceremony.

The bride wore a gown of ivory crepe-de-chine, flounced with French lace, with a Court train of Chinese silk with an exquisite trimming of fur tulle lover's knots and pearls. She wore a veil of silk-embroidered tulle and orange blossoms.

The following maids attended the bride: Miss Rose Ng Quinn (maid of honour), attired in a dress of white ninon trimmed with violets; Miss Rose Lee and Miss Dolly Chow, dressed in crushed strawberry ninon over white satin; Miss Florence Rosser and Miss Effie Ng Quinn, attired in white crepe silk, trimmed with forget-me-nots. All the maids wore veils adorned with flowers. Masters Percy Lai (nephew of the bride) and Yung, pages, carried the train, while there were also in attendance Miss Wong (flower girl) in a dress of white chiffon with a basket of flowers and wreath of sun-flowers. The pages wore blue and white satin suits with Napoleon hats. The ushers were Messrs. G. E. K. Kwok, Y. C. Chow, S. C. Ng and W. N. Wei.

The bride was given away by Mr. Morrison Brown Yung and the best man was Mr. Yung Hin Lun.

A reception was afterwards held at 43, Robinson Road. The honeymoon is to be spent in America.

The presents to the bride and bridegroom included a chest of silver cutlery, a gold wrist watch, diamond pin, pearl hair ornaments, a pair of gold bracelets and a travelling outfit from the Hon. Mr. and Mrs. Wei Yuk. Mrs. Ng Quinn's gifts were diamond studs, diamond bracelets, pendant and earrings, a set of pearls and a cheque.

The presents received from the friends of the happy couple formed a large and handsome collection.

THE MAGISTRACY.

THEFT AT A JEWELLER'S.

Mr. Hazeland gave a Chinese three months' imprisonment this morning for stealing a piece of gold from a jeweller's shop in Queen's Road. Defendant went into the shop on the pretext of buying some rattan bangles and when the jewellers back was turned he, snatched a piece of gold and ran away.

CUNNING FRAUD.

CURIOUS CASE OF FALSE PRETENCES.

In the Magistracy this morning, before Mr. J. R. Wood, a Chinese, who was formerly in the employ of the Harbour Office and at one time stationed at the Shaukiwan Police Station, was charged with obtaining money by false pretences in two instances.

According to the Police evidence, defendant, who represented himself to be a police officer from the office of the Secretary of Chinese Affairs, called at No. 3, Robinson Road which had been recently occupied by people from the country and told the occupier that he had not registered at the Registrar General's Office and that he was liable to a fine in consequence. Defendant asked the occupier how many people lived on the premises and was informed 29, and defendant told him he must pay $22 as registration fees. Plaintiff said he would go to the yamen and pay the money, and defendant took him to a house where a bronze figure stood outside and which he was toled was a bank, where the money would be deposited. Defendant took the $22 and told the Chinese to wait. Later defendant returned and handed defendant a piece of blue paper which was a broker's contract form and upon which was written "Full (? fool) man: I can see you like a cat."

Defendant was charged with perpetrating a similar fraud at 31, Caine Road, where he demanded $12.50. When arrested a $10 note was found in defendant's stocking and the $2.50 in his pocket.

Defendant, who was proceeded against on the first charge only, was sentenced to six months' hard labour. On the second charge he was remanded until Monday.

CHINESE CONSTABLE SHOT.

UNFORTUNATE ACCIDENT ON POLICE LAUNCH.

Mr. J. R. Wood (Cornor) and a jury at the Magistracy yesterday held an enquiry into the death of a Chinese constable who died as a result of being shot on the No. 3 launch when proceeding through Rocky Harbour towards Saikung.

All the launch's armament was on deck, the Sergeant having issued orders that the rifles, pistols, etc., be cleaned. Apparently in this case an extra pistol attracted the attention of one of the lukongs, who, pointing to it, asked "Is this the pistol we got as the result of the Ping Chau case?" The Sergeant answered the man's question by taking up another pistol, saying, "No, this is the one." As he was holding the weapon it suddenly went off and the bullet struck in the head one of the lukongs squatting around. Every attention was rendered on board, and the launch hastened with all speed to the western Praya, whence the unfortunate Chinese was conveyed to the Government Civil Hospital. He was alive but unconscious when he arrived at the institution and eventually died as the result of the bullet wound.

Sergeant Fox, who was in charge of the launch, gave evidence detailing the above facts. He stated that he had previously tried all the chambers, and pulled back the ejector, but no cartridges came out and he believed the weapon was empty. He must have touched the trigger when holding it. It was the usual custom to clean the vessel's armament every week. The guns might not, however, have been cleaned for some nine or ten days prior to the occurrence, as the launch had been in dock.

Mr. H. R. C. Elson, of the R.N. Dockyard (who is acting as Armourer-Sergt. to the Police), said the ejector of the pistol failed to work. It would not eject any live cartridges. This was due to lack of oil.

The jury found:—"That C. C. 501 died from a bullet wound in the head. We find that no blame attaches to Sergt. Fox for what happened. We are of opinion that automatic pistols in use by the Hongkong Police should be regularly examined by the Armourer-Sergeant."

N.Y.K. DIVIDEND.

Telegraphic advice from Head Office Tokyo, has been received by the Hongkong branch of the Nippon Yusen Kaisha, stating that at the shareholders meeting held yesterday a dividend of 20% per annum was declared.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

CONCERT AT GOVERNMENT HOUSE.

The Humphrey Bishop Company were heard to great advantage at the Command Concert given last night at Government House, in honour of Their Excellencies Mr. and Madame Roume. Indeed it may safely be said that no more artistic production of vocal and violin music has been heard in Hongkong for a great many years.

Mr. Humphrey Bishop was in fine voice and in the beautiful Aria "Sombre Woods" he proved himself once more a singer with exceptional control of a fine voice which is employed with consummate art. His songs, "O pure and tender Star of Eve" and the quaint Floral Dance founded on old Cornish folklore, were rendered with great power and skill.

Miss Nora Moon enhanced the high reputation she had already earned in Hongkong by her rendering of Mimi's Aria from La Bohème. She was in very fine voice and used it with artistic and pleasing grace.

The same might be said of Mr. Stanley Vilven who gave a powerful rendering of the fine Flower Song from Carmen, and charmed his audience with two items by Roger Quilter.

Three quartettes were very well sung by the three artists assisted by Miss Verney, whose pleasing alto voice contributed in no small measure to the combined and successful effort.

It remains only to mention Miss Sybil Keymer who, despite the disadvantage of using a violin strange to her, played with exceptional power and feeling. Her playing of the Suite (1st movement) of Schutt delighted an audience who had already installed her high in popular favour.

The good wishes of all lovers of music go forth with these talented artists whose return to Hongkong at some future date will be very welcome.

Both Mr. Denman Fuller, who contributed a pianoforte solo, (study in D. Flat Major by Tiniakoff) and played the piano accompaniments to the violin solos, and Professor Danenberg, who played the piano accompaniments of the vocal solos, contributed not a little to the success of the concert.

The concert room and the grounds were charmingly decorated for the occasion. In the interior decoration excellent use was made of the beautiful pink lotus and the Renanthera orchid, while in the grounds, besides the usual festoons of Chinese lanterns, the trees—notably the large magnolia tree—were studded with coloured electric bulbs. Refreshments were served at tables on the lawn during an interal of thirty minutes between the two parts of the programme.

THE Y.M.C.A. IN HONGKONG.

MUNIFICENT OFFERS TOWARDS A PERMANENT HOME.

Mr. Ellis Kadoorie and Mr. M. J. D. Stephens have generously offered to give the sum of $35,000 each towards the cost of erecting a permanent building for the European Young Men's Christian Association in Hongkong on condition that the balance of the money for a suitable building be raised.

The site in view for the building is a Crown lot on Kennedy Road, immediately above St. Patrick's Church, its estimated cost being $9,000.

A sketch design for a four-storey building containing bowling alleys, exercise room, dressing rooms, baths, office, lounge, library, reading room, billiard room, committee rooms, dark room, dining room, 20 bedrooms, etc., has been prepared, and the cost of the building is estimated at $111,000. To this must be added about $30,000 for furnishing, making a total of $140,000 for the whole scheme, or $70,000 in addition to the two liberal subscriptions.

A large and representive committee has been formed to make arrangements for a canvass of Hongkong to secure the balance of the funds required, and the intention is for some member or members of the committee to call on every European firm and man in the Colony.

PRIMROSE DAY.

Primrose Day was Patriot's Day yesterday.

As Mr. Reginald Bennett, the clerk of the Council of the Primrose League, explained to "The Daily Mirror": "During the war we have ceased to be a political organisation and are working along purely national lines.

"This year we have arranged for a number of sales of primroses in aid of the Red Cross Society and the Order of St. John.

Three or four floral devices adorned the Beaconsfield statue. One was in the shape of a shield of primroses with an inscription in violets, "Peace with Honour." It came from the Constitutional Club.

Two links of primroses composed a second wreath placed on the plinth by Mrs. Belilios, on behalf of Mr. E. E. Belilios. This bore a card with the inscription "Would that you were here to-day to steer the ship of State."

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effectual and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

STREETS OBSTRUCTED BY HAWKERS.

(*To the Editor of the* "CHINA MAIL.")

Hongkong, 31st May, 1916.

DEAR SIR,—Pedestrians who are making daily use of the following streets are quite unable to cross owing to the fact that the hawkers are so closely packed together; viz:—

Chiu Lung Street,	Wing On Street,
Li Yuen St. East,	Gilman Street,
Li Yuen St. West,	Gilman Bazaar,
Chinese Street,	Wing Kut Street,
Hing Lung Street,	Wing On Street,
Tung Man Street,	Wing Sing Street,

These streets are public thoroughfares from Des Veaux Road to Queen's Road Central. The hawkers are not only causing an obstruction but they make all the neighbourhood insanitary. Why do not the Police or the Sanitary Officers take steps in the matter?—Yours &c.,

PEDESTRIAN.

LEAVING FOR BOMBAY.

PRESENTATION TO SERGT. SILAS, H.K.V.C.

Sergt. C. D. Silas of the Signalling Section H.K.V.C. who is leaving for Bombay, was last evening, at a parade of the Signalling section at Murray Battery, presented with a silver flask in recognition of the appreciation felt for his services to the section.

Captain Wolfe who made the presentation said that when they bade farewell to Sergt.-Major Blair he certainly did not think that within two months they would have lost not only the organiser of the Section but also one whom he might call its "Chief of Staff." He did not think that was too high-flown a term to use, because he was perfectly convinced that this Section, which was a great credit to the Volunteer Corps, would never have been started and signalling would not have been in the state of efficiency it was now but for the efforts of the two whom he has mentioned, ably assisted by two or three who were good signallers. They were losing the mainstay of the Section and were deeply sorry. Still, if a man wished to get on in the world he must be prepared to move about where promotion lay, and he thought they must congratulate him on the new appointment he had obtained in Bombay. The services of which Sergt. Silas had given them the benefit in Hongkong would, no doubt, be given in another part of the Empire in India, and he was sure that the Volunteer organisation of the city to which he was journeying would be only too glad to have his assistance.

Cheers were heartily given for Sergt. Silas, who in replied expressed his sincere thanks.

AUSTRIAN PRAISE OF BRITISH FINANCE.

The Vienna "Arbeiter Zeitung" castigates the German and Austrian Press, which finds nothing but amusement in British efforts to grapple with the cost of the war by increased taxation. In a leading article on this subject the Vienna journal speaks of the "pharisaical superiority" of those who scoff at the "poor citizens of this unfortunate Empire and their monstrous burden." The only excuse which the "Arbeiter Zeitung" can find for such people is that they are supremely ignorant, and do not know what they are talking about.

There is not a taxation system on the Continent, says the article, not even that of Germany, which surpasses all others, that can produce what the British system is producing. In other belligerent countries the cost of the war is being left to the future, and future generations will be made to pay what this generation has destroyed. But England, with commendable wisdom and political insight, sticks to the principle that as far as possible every generation must pay for what it consumes. After a clear statement of the magnificent taxation contribution to war expenditure which England is raising without a murmur, the Vienna paper concludes:

"The war, of course, with its enormous expenditure will seriously affect the British financial position, but there is evidence notwithstanding that the British system is so elastic, so capable of being adapted to any and every situation, that we on the Continent, instead of jeering, have every reason to learn a lesson from it. The rusty old taxation machine in Austria, and a machine, moreover, without an engineer, might safely take the British machine as its model. For pharisaical congratulations, says the journal, there is really no occasion.

RUBBER DIVIDENDS.

A London telegram, dated 20th inst. says:—Hidden Streams pays 12½ per cent. Sungei Krian 18 and the Rubber Estates of Krian 12½. Interims announced are Ampat 10, Sennab 7½ and Sagga 25.

CLOSING SHARE QUOTATIONS.

3.30 p.m.

Banks	$755	b —
Unions	910	b —
Docks	116	b —
Indos. Def.	117½	b —
Cements	9.10	b —
Electrics	4-11½	b x.div.
Wharfs	81	sa.

FOR A LAME BACK.

WHEN you have pains or lameness in the back lathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the part of pain. For sale by all Chemists and Storekeepers.

DEFENDERS OF VERDUN.

IN A FRENCH MILITARY HOSPITAL.

(BY A NURSE IN THE "DAILY CHRONICLE.")

The big bell of the hospital clanged three times. In happier days it had summoned children to school, but now it heralded the approach of the ambulances, and warned us to be ready.

A few moments more, and the orderlies are placing the stretchers in a long line down the middle of the ward. A white-coated doctor enters, examines the label tied in each man's buttonhole, asks a few brief questions, and goes to the next ward. We work away busily, remove soil-stained clothing and blood-stained bandages, and soon what a transformation! It is difficult to believe that these clean, cheerful patients are the same blue-coated mud-caked men who were brought to us less than one short hour ago!

Some of them are enjoying a second basin of steaming soup, others puff away contentedly at the ubiquitous cigarette. Here is one watching while the contents of his pockets are turned out by an orderly, before the clothes are taken away to be cleaned and disinfected; another is asking how soon I shall have time to write to his wife. "As soon as the doctor has seen you all, and we get you comfortably bandaged," and he settles down in bed with a sigh of satisfaction. There are some who lie with closed eyes and pain-drawn brows; but in most cases the pathetic look of endurance on each face has given way to one of content. The weeks of untiring watching in the trenches, the sharp engagement, the long, painful journey to hospital, even the pain of the wound, all are for the time forgotten in the enjoyment of long-denied comforts and pleasant and peaceful surroundings.

How patient they all are, even those who are most maimed! They never complain, and are so grateful for anything one does for them.

* * *

It is visiting day, and a French lady comes into the ward, leading by the hand a little boy. His father belongs to the famous Vingtienne Corps, now known as "the regiment that saved Verdun." The child has heard someone say that one patient in this ward is a German, and asking in a whisper which it is, he trots up to the bed. Standing on tiptoe, he gently strokes the rough face. "You won't try to hurt my daddy any more now, will you?" he says, in a coaxing voice. "Say you'll not be wicked any more." The man, who is evidently in pain, opens his eyes and smiles. He does not understand the language, but the action is eloquent, and, taking the child's hand, he presses it to his lips, while a far-away look comes into his eyes. "My own little boy—just the same age," he says; and his eyes close again.

* * *

There is silence for a moment, then "They are not all bad, even Germans," says a sergeant in the next bed. "I remember before this last attack, we'd been in the same trenches for weeks, and at last we got to feel quite friendly to the chaps in the trenches opposite. In the evenings, when the firing had ceased, we would throw cigarettes over to each other, and sometimes we'd even have a friendly chat. There was one fellow in our company whose home was in the invaded territory so he was very anxious about his wife, and knew that she, too, would be worrying for news of him. So one day he wrote a letter to her, and addressed it, and that evening, when we heard the Saxon's friendly whistle, he called out and asked them if they knew the villege he named. One of them did, and promised to deliver the note when they returned from the trench to camp. As it happened, on the way he got wounded, and one of the first things he thought of when he was picked up was to ask one of his comrades to redeem his promise for him. So the wife got the letter all right, and in time was able to send an answer to her husband—that was how we heard the story."

* * *

When I entered the ward to-day there was an unwonted air of excitment, and I was greeted with the news that our "enfant de troupe," a lad of 20, was "down" for the Military Cross. Presently I persuaded him to tell me the story, and with boyish pride he described how he had led a bombing party into the front trench of the enemy. Then, single-handed, he had captured a mitrailleuse, turned it with deadly effect upon the foe as they fled panic-stricken before the French onslaught.

It was almost impossible to realise that this seemingly hardened soldier, whose eyes blazed with courage as he re-lived the scene, was the same lad whom I had seen only a day or two before, unnerved with pain, sobbing for his dead mother. "If only she were here to nurse me, I think I could bear it better," he had whispered, and I instinctively felt that it was the spirit of that mother which had inspired her son to dare and do so nobly.

FATHER VAUGHAN'S GHOST STORY.

The King and the Queen of Portugal were present at the Æolian Hall recently to hear Father Bernard Vaughan speak on "The call of the war to prayer."

Father Vaughan said Lord Portarlington had written to say that a distinguished officer of the Irish Guards, a matter-of-fact sort of man, was busily engaged one evening at the base in Flanders, and was not too pleased to be interrupted, when there suddenly came a knock at the door and a nun appeared. She told him that she had a message that, until the nations sank on their knees and pleaded with God for mercy, there would certainly be no end to the war.

Next day the officer went to the convent to ask the Reverend Mother not to send nuns out at night when he was busy. The Reverend Mother replied that no nuns went out at night and invited him to pick out the particular nun. He failed to do so, but as he was passing out he saw a portrait and exclaimed: "That is the lady." The Reverend Mother replied: "Well, General, she is dead. She was once the Reverend Mother of this convent." The officer went away satisfied that he had received a message.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

FOOD PROBLEM IN GERMANY.

MEAT RATION HALF-A-POUND A WEEK.

YOUNG CROPS AND POTATO FIELDS DESTROYED.

LONDON, May 30.

The new Food Dictator in Germany is already cutting down the scanty allowances enjoyed by the population.

The meat ration in Berlin is now fixed at half-a-pound weekly, and it is ominously added that this is "subject to weekly revision."

It has been announced that the Food Committee will presently consider the question of the communal feeding of the whole population.

German hopes are now fixed on the coming harvest which the Government glowingly describes, but great thunderstorms in Saxony and elsewhere, and floods, have seriously damaged the young crops. Many potato fields have been swept away.

THE POSITION AT SALONIKA.

BULGARIA'S MOVE DISCUSSED.

LONDON, May 30.

The correspondent representing the London Press at Salonika points out the serious difficulties to any German-Bulgarian advance from Demishissar. There are only two roads available: the first through Seres, and the second down the Struma Valley to the Gulf of Orphano, thence following the coast road which alone is possible for wheel traffic. The roads on which guns could be brought, capable of damaging the Allied entrenchments, are exposed to the fire of the Allies' heavy artillery. Roads affording cover to the enemy are impassable to everything but mountain batteries. The Bulgarians may conceivably make a frontal attack by pushing forward a strong force of infantry, but will only do so if they overlook the lessons of Verdun—the formidable resistance offered by modern entrenchments.

GENERAL TOWNSHEND ON THE ADVANCE TO BAGDAD.

LONDON, May 30.

The representations of General Townshend regarding the risk of advance towards Bagdad with inadequate forces are given in correspondence between Mr. Chamberlain, the Viceroy, the India Office and General Sir John Nixon, now officially published, and which is, presumably available in India.

THE RUSSIAN ARMY.

PETROGRAD, May 30.

The 1917 class of recruits is now reporting for service with the colours.

THE NEW DERBY.

LONDON, May 30.

An additional probable starter for The New Derby is Valais, to be ridden by Clark. Canyon is slightly amiss and is a doubtful runner.

Forest Guard has been scratched.

LATER.

Ferox will be ridden by C. Childs and Nassovian by O'Neill.

Gilbert-the-Filbert and Condottiere have been scratched.

MILITARY AWARDS.

LONDON, May 30.

The following awards are announced in the *Gazette*:—

Distinguished Service Order.—Capt. K. R. Wynter, 52nd Sikhs.

Military Crosses.—Captains F. H. James, 104th Wellesley Rifles; H. F. Marsh, 2nd Gurkhas; Lieut. H. Finnis, 53rd Sikhs; 2nd-Lieuts. P. F. Bayly and H. G. Inglis, Indian Army Reserve.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

THE ITALIAN FRONT.

AUSTRIAN OFFENSIVE EVERYWHERE ARRESTED.

INCREDIBLE AUSTRIAN SACRIFICES.

LONDON, May 30.

Messages from Rome state that the Austrian offensive has been everywhere arrested except in the centre of the Asiago sector where the Austrians for six days have incessantly attacked with extreme violence on a front of ten kilometres with no fewer than forty battalions, making incredible sacrifices.

The opinion is generally entertained that the first phase of the Trentino battle is now over, and that the second phase is now beginning.

The Italians have evidently strengthened their position all along the line.

FURTHER SLIDES IN PANAMA CANAL.

LONDON, May 30.

There have been further slides in the Culebra Cut, Panama Canal. Slight delay on deep-draught vessels is expected.

THE KING VISITS SOUTHAMPTON DOCKS.

LONDON, May 30.

The King visited Southampton Docks and inspected the arrangements for the embarkation and entraining of troops.

DEATH OF AN AMERICAN RAILWAY MAGNATE.

LONDON, May 30.

The death is announced of Mr. James J. Hill, the American railway magnate.

EARLIER TELEGRAMS.

THE BRITISH FRONT.

HEAVY ENEMY BOMBARDMENTS.

LONDON, May 30.

General Sir Douglas Haig, in a *communiqué*, states:—The enemy's artillery have been most active for the past twenty-four hours on selected portions of the front, and particularly between La Bassee Canal and Arras. There was a particularly heavy bombardment in the early morning against our front and support lines at Loos, and it was continued intermittently throughout the day at all tactical points.

The town and neighbourhood of Arras, as far as Neuville St. Vaast, was also the scene of intermittent and heavy concentrated bombardments. We replied effectively, and in some cases silenced hostile batteries. The enemy sprang mines in the Loos region, but did not damage our defences. The British line about Mamety and Fricourt was the scene of artillery activity, but not of a serious character. The front from Zillebeke to Hooge and in the vicinity of Elverdinghe was heavily shelled.

North of Hooge our artillery caused a breach in a hostile parapet and also destroyed a machine-gun emplacement. The guns also caused considerable damage to the enemy in addition to engaging hostile batteries.

There has been no infantry action for the last twenty-four hours.

There has been much successful aerial work. Few German aeroplanes were seen.

THE VERDUN REGION.

MORE VIOLENT GERMAN ATTACKS REPULSED.

PARIS, May 30.

A *communiqué* states:—Left of the Meuse the Germans, after a heavy calibre bombardment against our first and second lines between Avocourt and Cumieres, made two violent attacks, both of which failed with heavy enemy losses. Enemy concentrations west of Hill 304 were dispersed. A powerful enemy attack between Morthomme and Cumieres, and emerging at Crows Wood, was smashed by a curtain of fire except on a front of 300 metres where the Germans gained a footing in a front line trench. There have been violent artillery operations east and west of Douaumont.

PARLIAMENT.

LONDON, May 30.

Parliament adjourns on June 20th.

SANGUINARY ATTACKS ON THE ITALIANS.

CONSTANTLY BROKEN.

ROME, May 30.

A *communiqué* states:—On Saturday night and Sunday morning the enemy renewed his furious sanguinary attacks on the positions between the Adige and Arsa Valleys, which were constantly broken.

There has been an intense artillery duel in the Posina and Astico sector. An attack on our positions south of Posina Torrent was repulsed after a desperate struggle, with considerable losses.

On the Asiago plateau we are consolidating the positions dominating the Asiago basin.

A brilliant counter-attack by the 141st Regt. rescued two batteries which were surrounded at Monte Moschagh, recovering every gun. There has been only skirmishing in the Sugana Valley, and on the rest of the front there have been artillery engagements.

GREAT BRITAIN AND THE BOSNIAN CRISIS.

SIR EDWARD GREY'S REPLY TO GERMAN CHARGES.

LONDON, May 30.

The Foreign Office has issued a statement in reply to Dr. von Bethmann-Hollweg's charge that Britain's attitude in the Bosnian crisis was bellicose. This statement shows that the Ambassador at Petrograd avoided anything calculated to widen the breach between Petrograd and Vienna, and reproduces the despatch of February 27th, 1909, to the Ambassador in which Sir Edward Grey says:—"I have made it clear that we support Russia getting economic concessions for Serbia by diplomatic support, but we must not press things to a point of war which would possibly involve the bulk of Europe and would be out of all proportion to the interests at stake."

BRITISH EXCHEQUER BONDS.

EXEMPTING HOLDERS ABROAD FROM INCOME TAX.

LONDON, May 30.

In the House of Commons, Mr. McKenna announced that he proposed to move an amendment to the Finance Bill exempting from the income tax, in respect of five per cent. exchequer bonds, persons not ordinarily resident in the United Kingdom, irrespective of conditions of domicile.

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

BULGARIAN FORCES CONCENTRATING.

ENEMY BOMBARDING FRENCH LINES.

SALONIKA, May 30.

Important Bulgarian forces are reported to be concentrating at Nevrokop as well as at Xanthi.

The enemy is bombarding the French advanced lines on the Vardar and also at Kilindir.

THE DEFEAT OF THE SULTAN OF DARFUR.

LONDON, May 30.

The War Office announces that the completeness of the defeat of the Sultan of Darfur is confirmed.

It appears that all the Sultan's best troops and commanders were present. Most of the latter are dead, or have surrendered.

The disarmament of the tribesmen is proceeding satisfactorily.

Much war material is being collected.

A British aeroplane, the day after the battle, attacked the fleeing enemy who numbered only 300. They had to face a 1½ days' waterless march to the nearest village.

THE NEW DERBY.

THE RESULT.

LONDON, May 30, 4.20 p.m.

The result of the Newmarket New Derby (the substitute for the Epsom Derby) was:—

Mr. E. Hulton's Fifinella (J. Childs)—1

Mr. Fairie's Kwang Su (Templeman)—2

Mr. John Sanford's Nassovian (O'Neill)—3

Ten ran. Won by a neck. A head between second and third.

The betting was:—

11 to 2 Fifinella

3 to 1 Kwang Su

11 to 2 Nassovian

[Fifinella, a chestnut filly by Polymelus—Silver Fowl, ran second in the One Thousand Guineas to Canyon. Kwang Su (the favourite) ran second to Clarissimus in the Two Thousand Guineas and Nassovian ran third in this race.]

FOOD SHORTAGE IN GERMANY.

CONTROL BY THE STATE.

CONDITIONS REVEALED IN LETTERS.

"There would appear to be no doubt that even under present conditions as established—even without fresh advances on any front—Germany is doomed."

This is summary of the situation (says the "Nation") based upon a whole series of communications from the German Empire which tell an awful story of privation and misery:—

"Life is not pleasant; there is nothing more to be bought; and if there were, it is so dear that it is impossible to pay for it."

"Famine is fast approaching, as you will see from enclosed newspaper cuttings. When a man has to do two days without meat, one day without fat, and one day without butter in a hotel, how will the working men fare? There have been bloody riots in Berlin and its suburbs owing to the loss of life at Verdun."

"Everybody is wishing that the war would end. Food is frightfully dear, and only obtainable in small quantities."

"It is almost impossible to keep house. We may only write that all is well, but this is the simple truth that Germany is starving. No one has the least idea of what is going on in the fighting area, but we think it must be dreadful. In the large towns the distress must be terrible, but everything must be kept secret. No newspaper may publish anything. The penalty for smuggling a letter is immediate death by shooting."

"There is not the slightest doubt (this from a neutral visitor) that the working-class is really starved—the food riots in the cities demonstrate that."

THE CRY FOR PEACE.

From a small German town:—

"We may not write you openly about these matters, but we think you will get this letter without its being seen. Burn it at once on receipt. All the butchers have closed their shops. There is nothing to be got. Pigs are also very dear. We have had to give up all our cooking pots, for we are very short of copper for making munitions. There is no petroleum. The women in the town are in despair. They have already all been in front of the castle and tried to make peace and give us our men back. These are sad times. There is very little butter. In the town they have potato cards and butter cards. All the potatoes have been commandeered. Now they are floating another war loan. This is already the fourth. Gold has all been called in. We have not a single gold coin left. Rings, watches, and gold trinkets have been commandeered."

"There is no question of staying at ——, not because the people were dying of hunger in the streets, but because the privations have become so impossible. The hospitals of the town are full of civilians who have fallen ill owing to the way in which the people have got to feed themselves. It is now said that bread is to be made of hay."

"Ask my husband to send me a few kronen, for I have no food to give the children, and am begging bread from door to door."

"Things are very bad here. It's only Sunday we get meat. Not a scrap during the week. Soap is beyond our means, so we have to go dirty. We cannot satisfy our hunger even with bread, for that is rationed. Boots are frightfully dear. Things get worse every day."

"It's only the rich that can indulge in tea and bread-and-butter. The poor cannot buy or get food. Only the big hotels can afford good meals—and they have five days without meat."

"There will soon be nothing to eat here. It is difficult to manage with the money I have. The long standing to get a little butter continues. It is worse than ever, many women have fallen ill and several have died of it, from cold and insufficient food. Sometimes, when one gets desperate, she commits suicide."

"The bread is very bad and indigestible; it spoils the stomach and causes intestinal troubles. I wonder how much longer the 'Fatherland' will stand it."

THE BRITISH BLOCKADE.

"Why record such dismal events?" asks the "Nation." "First because of the lies spread abroad and in this country that Germany is still triumphant, uneffected by the war, accumulating vast stores for 'dumping' purposes after the war is over, with her civil population tranquil and satisfied. Secondly, it is well that those who are so impatient with the great strategy of the Allies should not weaken their respective Governments by girding at all their designs as failures.

"The blockade is blockading Germany."

"It is said that we obtain no victories. Every 24 hours that the blockade is maintained is a victory. The Central Powers are girdled with steel and fire; and the knowledge of that girdle closing in as the Russians advance, or as the Russians and British break, like the breaking of an egg, into the Eastern border of Turkey, is the knowledge which is the key to all recent German strategy.

"Without undue presumption, when all the story is told, it will be recorded that it was the blockade of the British Navy which finally beat Germany to her knees."

SWISS POSTAL AUTHORITIES AND PRISONERS OF WAR.

A BIG TASK.

The following is a translation of a small paragraph from the Swiss paper "Der Bund" giving an idea of the immense work the Swiss postal authorities do for prisoners of war of all nations:—

The daily average of letters, etc., for prisoners of war received and re-directed by the Swiss postal authorities for March, 1916, amounts to:—

279,834 letters and postcards.

18,021 packets up to 2 lbs. weight.

87,164 registered packets up to 11 lbs. as well as

10,507 Money Orders for altogether francs 141,745 of about £6,700.

All these articles are re-directed and forwarded by a special staff employed for the purpose and no charge whatever is made.

CHINESE AFFAIRS.

(Wah Tsz Yat Po's Service.)

THE SITUATION.

SHANGHAI, May 30.

Yuan Shih Kai will nominate two candidates for the Presidency and submit the names to the provinces asking them to elect whichever they prefer. If the choice of the provinces is unanimous he will abdicate.

The Government is much worried over the receipt of a confidential report from the Government delegates to the Nanking Conference, and the last two reports of the proceedings of the Conference.

Yuan Shih Kai's loss of flesh and spirit is due to worry over the situation, not to any other indisposition.

Leung Kai Chiu's object in coming to Shanghai is to organise a National Assembly.

FIGHTING ON THE HUNAN-SHENSI BORDER.

SHANGHAI, May 30.

Hunan Province declared its independence yesterday.

It is reported that there has been fighting on the Hunan-Shensi border, the result being unfavourable to the Government.

Ngai Chi Chung's troops, numbering seven battalions of infantry and a brigade of artillery, have retired from Hunan and arrived on the 28th at Hankow when they will return to the North by train.

THE KUT PRISONERS.

MEANS OF COMMUNICATING BEING ARRANGED.

With the surrender of Kut and internment of a large number of British and Indian prisoners of war, states a Simla despatch of the 7th inst., there has naturally arisen considerable anxiety among their relatives and friends in India as to the best methods of communicating with them. The post office is about to issue a notice showing the address of postal articles intended for these prisoners. The address must be written very distinctly in ink and must give the rank, initials and name of the addressee. The regiment or other unit, whether he is a British or Indian prisoner, the name of the place of internment if known and the country which in this case is Turkey. Then should follow: "Care of general post office, Mount Pleasant, London, E.C. and Ottoman Red Crescent Society, Constantinople," as all articles intended for Indian prisoners of war are subjected to censorship at Bombay and those for British prisoners of war in London. It will greatly expedite the delivery of letters, if the envelopes in which letters are placed are addressed as above and are left open and enclosed in an outer cover superscribed on prisoners of war service, addressed in the case of an Indian prisoner of war to the postal censor, Bombay, and in the case of a British prisoner of war to the deputy chief censor, hostile countries, Salisbury House, London, E.C., England. In connection with the above it should be remembered that while for a prisoner of war actually interned in Turkey, the most direct mode of communication is via London, an exchange of General Townshend's sick and wounded for an equivalent number of Mahomedan Turkish prisoners has been arranged and to these sick and wounded the above postal notice can hardly apply, so that in case of doubt, further particulars should be awaited.

To-day's Advertisements

WANTED.

BY an EXPERIENCED and EXPERT EXPORT-MAN position in any Mercantile Firm, capable of managing a department, connoisseur of practically all Chinese produce, able to introduce extensive business, well connected with United Kingdoms, France, Italy, Russia, Sweden and Norway, North and South America, South Africa, Australia and New Zealand produce buyers.

Apply stating Terms to

X. Y. Z.

C/o 'CHINA MAIL' Office.

Hongkong, May 31, 1916. 706

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY the 3rd June.

Hongkong, May 31, 1916. 702

NOTICE.

REUTER, BROCKELMANN & CO.

(In Liquidation).

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES & CO.,

Liquidators.

Hongkong, May 31, 1916. 703

NOTICE.

MR. H. S. ABDEALLI having retired from our firm his interest therein ceases as from the 31st May, 1916. The firm will be carried on by Mrs. Z. ABDULKYUM and Mr. T. A. TYEBKHAN the remaining partners.

H. HIPTOOLA & Co.

Milliners and Drapers

13 and 15 D'Aguilar Street.

Hongkong, May 31, 1916. 704

(Continued on page 8.)

HARPER'S

PRICKLY HEAT POWDER

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

PREVENTION OF SORE FEET

Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sores and Blisters.

PRICE 75 CENTS PER TIN.

PREPARED BY THE

Queen's Dispensary (HARPER & CO. LTD.)

TEL. 492. 31, Queen's Road Central.

THE ONLY EXCLUSIVE ENGLISH TAILORS IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST. (Flower Street)

ESTABLISHED 1900.

OTHERS LOOK THE SAME

"MALTHOID"

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EVERYDAY! EVERYWHERE!

A Mineral Roofing! Laid by our experts!

Guaranteed right!

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Agents, BRADLEY & Co., Ltd.

HONGKONG.

D. & J. McCALLUM'S

"PERFECTION"

Embraces All the qualities of A High Class Scotch Whisky for Connoisseurs.



Perfect Whisky Mellow like a Liqueur

SOLE AGENTS:

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central,

Tel. No. 135 HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named :—

For	Steamers	To Sail	Remarks.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. J. Gaunt,	10 a.m. 1st June.	Direct Service.
LONDON & BOMBAY via STORE, PENANG, C'BO, PORT SAID & MARSEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	Noon 2nd June.	Connecting at C'bo with Mail s.s. *Morea*.
SHANGHAI	NAGOYA Capt. A. B. Garwood, R.N.R.	About 6th June.	Direct Service
LONDON & BOMBAY via S'PORE, P'NG, CO'BO, PORT SAID & MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	Noon 16th June.	Connecting at C'bo with Mail s.s. *Khyber*.

Wireless on all steamers.—Return tickets at a fare-and-a-half available on Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co's. Office,

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

*‡"TACOMA MARU" Capt. T. Hamada.....Monday, 12th June, at 3 p.m.
‡"MANILA MARU".....Thursday, 22nd June, at 3 p.m.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU".....Monday, 5th June, at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA SAMARANG, BATAVIA & SINGAPORE.

S.S. "NITTAKA MARU".....Capt. ——.....Tuesday, 27th June at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

‡ S.S. "AMAKUSA MARU".....Capt. Konishi.....Sunday, 4th June, at Noon.
§ S.S. "SOSHU MARU".....Wednesday, 7th June, at 9 a.m.

‡ Proceeding to Keelung via Swatow and Amoy.
§ Proceeding to Anping and Takao.

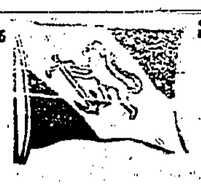
These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO :—

H. YAMAUCHI, *Manager.*

Tel. Nos. 744 & 745. No. 4, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.



MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
ST. ALBANS	10th June.	3rd June, at 11 a.m.
EMPIRE	3rd July.	1st July, at 11 a.m.
EASTERN		27th July, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong.	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., *Agents.*

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For NEW YORK via SUEZ CANAL or CAPE of GOOD HOPE.

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For Freight & further particulars, apply to

DODWELL & CO., LTD., *Agents.*

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BANRI MARU, For Moji, Kobe & Yokohama 1st June
S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan 6th June.
S.S. RIOJUN MARU, For Batavia, Cheribon, Samarang, Sourayaya, Macassar & Balikpapan 28th June.

For Freight or Passage apply to

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SHIPPING

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
WUHU	KWANGSE	June 1, at Noon.
SHANGHAI	YINGCHOW	June 1, at 4 p.m.
SWATOW & BANGKOK	KANCHOW	June 1, at 4 p.m.
HAIPHONG	KAIFONG	June 2, at Noon.
SHANGHAI	SHANTUNG	June 4, Daylight.
SHANGHAI	CHINAN	June 6, at 4 p.m.
MANILA, CEBU & ILOILO	CHINKIA	June 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

☞MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming' & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui,' 'Chenan,' 'Luchow,' 'Yingchow,' 'Shantung' and 'Sinkiang,' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamer	To Sail
MANILA	LOONGSANG	SATURDAY, June 3, at Noon.
†SHANGHAI	CHOYSANG	SUNDAY, June 4, Daylight.
*KOBE & MOJI	KUTSANG	WED'DAY, June 7, Daylight.
*SINGAPORE, PENANG & CALCUTTA	LAISANG	WED'DAY, June 7, at 3 p.m.
‡SANDAKAN	HINSANG	SATURDAY, June 10, at Noon.
*‡SINGAPORE, PENANG & CALCUTTA	KUMSANG	SATURDAY, June 10, at 3 p.m.
*MANILA	YUENSANG	SATURDAY, June 10, at 3 p.m.
*SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, June 13, at 3 p.m.
†*SHANGHAI, KOBE & MOJI	NAMSANG	WED'DAY, June 14, Daylight.
‡SANDAKAN	MAUSANG	FRIDAY, June 16, at Noon.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang, Laisang & Fooksang* leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the *Yatshing, Kumsang* leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Kudat, Labnd Datu, Simpoma, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

TELEPHONE No. 215.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For	Steamer	Date of Departure.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub. Ex. 16.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. **SANGOLA**, 5,184 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on the 2nd June.

The above Steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carry a duly qualified Surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD.,
AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

Steamship	Captain	Leaving.
HAIHONG	Capt. J. W. Evans	TUESDAY, 6th June at 3 P.M.

SWATOW.

HAITAN	Capt. J. S. Thomson	SUNDAY, 4th June at 3 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Tons & Speed.	Leave Hongkong.
*‡DAIREN MARU	9,000-12 knots	Sat., 3rd June at Noon.
*JINYO MARU	8,000-12 knots	Mon., 26th June at Noon.
†‡PERSIA MARU	9,000-14 knots	Tues., 4th July at 10.30 a.m.
*KWANTO MARU	8,000-12 knots	Sat., 8th July at Noon.
‡KIYO MARU	17,200-14 knots	Tues., 11th July at Noon.
TENYO MARU	22,000-21 knots	Tues., 18th July at Noon.
†NIPPON MARU	11,000-15 knots	Tues., 1st Aug. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	

‡ Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.
* Cargo only.

First Class to London		£71-10.	Return (6 months) £120.
" " " New York		£60.	" " £98-10
" " " San Francisco		£45.	" " £88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.	Tons & Speed.	Sailing.
KIYO MARU	17,200-14 knots	Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI *Acting Agent.*

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers. Displacement	Sailing Dates.
LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN AND TENERIFFE	§KAMO MARU, Capt. Shimizu, Tons 16,000	THURSDAY, 8th June, at Noon.
	§KATORI MARU, Capt. Kon, Tons 21,000	THURSDAY, 22nd June, at Noon.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA	§YOKOHAMA MARU, Capt. Shinohe, Tons 12,300	WEDNESDAY, 7th June at 4 p.m.
	§SADO MARU, Capt. Asakawa, Tons 12,500	TUESDAY, 27th June, at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	§TANGO MARU, Capt. Takano, Tons 13,500	TUESDAY, 13th June at 4 p.m.
	§NIKKO MARU, Capt. Takeda, Tons 9,800	FRIDAY, 14th July at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	TENSHIN MARU, Capt. Kawai, Tons 8,000	FRIDAY, 2nd June.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	YETOROFU MARU, Capt. Ogura, Tons 6,000	FRIDAY, 9th June.
NAGASAKI, KOBE & YOKOHAMA	§NIKKO MARU Capt. Takeda, Tons 9,800	MONDAY, 12th June at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	§KASHIMA MARU, Capt. Tabusa, Tons 13,000	FRIDAY, 2nd June at 10 a.m.
SHANGHAI, KOBE & MOJI	BOMBAY MARU, Capt. Kobayashi, Tons 8,000	THURSDAY, 8th June.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU Capt. Nomura, Tons 8,000	THURSDAY, 15th June.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st single	Yen 650.
" "	Return	" 975.
" "	2nd Single	" 430.
" "	Return	" 650
To London, via New York		£67. 3.
" " via Montreal		£66.18.
To Victoria, Vancouver, Seattle	1st Single	£30.
" "	1st Return	£45.
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.	
1st Return £72.	" " 1st Return £73. 11s	
To Yokohama, 1st Return $150.	To Kobe 1st Return $135.	
" " 2nd " $ 90.	" " 2nd " $ 83.	

Round-the-World Tour No. 1, £112. 8.
" " " 2, £111.17.

T. KUSUMOTO, *Manager.*

Telephone No. 22.

SHIPPING

FOR SAN FRANCISCO.

THE FINE NEW AMERICAN S.S. "FLORIDIAN"

Will be despatched on 3rd June, taking cargo for SAN FRANCISCO and for Overland Points in the United States.

For freight and further particulars apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, March 24, 1916. 473

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *NOVARA*, Captain H. R. Hetherington, R.N.R. carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 2nd June, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Morea* from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. *Arabia* due in London about 17th July, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
Acting Superintendent.

Hongkong, May 19, 1916.

FOR KOBE AND MOJI.

THE Steamship

"KATHLEEN"

will be despatched on or about the 5th June taking cargo for Kobe and Moji.

For freight and other information apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 26, 1916. 692

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO', LONDON, GENOA, NAPLES, COLOMBO AND STRAITS.

THE S.S. *"Carmarthenshire"* having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Messrs. Alfred Holt & Co., Kowloon, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th June at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 5th June at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 29, 1916. 699

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "LOWTHER CASTLE," Captain A. Howe, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, 3rd June, 1916, at 10 a.m.

All claims must be presented within FOURTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June, 1916 will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 29, 1916.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Friday.	Connecting Mail Steamer from Colombo.	Due at Marseilles 1916.	Due London 1916.
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER...	July 17	July 24
NYANZA	June 30	Through Steamer	Aug. 4	Aug. 13
NELLORE	July 14	Through Steamer	August 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
SOMALI	Aug. 11	*Kaiser-I-Hind*	Sept. 11	Sept. 18
NORE	Aug. 25	MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	KASHGAR	Oct. 9	Oct. 6

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NYANZA	WEDNESDAY. 31st May.
NAGOYA	TUESDAY. 6th June.
NELLORE...	SATURDAY. 17th June.
NANKIN	SATURDAY. 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.

Return Tickets are available by Messageries Maritimes Company.

Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'Kong. about	Leave S'pore. about	Due at M'seilles. if calling about	Due London about
NOVARA	Aug. 16	Aug. 21	Sept. 30	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Passage Tickets Interchangeable with the British Indin Co.

Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

JUNE 29 - SEPTEMBER 5 - NOVEMBER 11.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Prince's Buildings, Freight and Passenger Agent, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From Hongkong:	Connecting with	From Colombo:
2nd June.	S.S. "SURAT"	17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "JESERIC" from Hongkong About 5th June.

For Rates of Freight apply to

THE BANK LINE, LIMITED
Managing Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

For	Steamer.	Sails.
LONDON ...	"CITY OF LINCOLN" ...	On 6th June.
LONDON & SWANSEA...	"CITY OF BOMBAY" ...	On 23rd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option, subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.,
Reiss & Co., Ceylon. General Agents.

THE "JONAH" AT CARDS.

A MYSTERY.

"Don't blame your luck, my boy; blame your play," said a well-known bridge player recently to one who was "grousing" about his bad cards. "There is no such thing as luck. It all averages itself out."

His remarks set me thinking, especially as I had heard them endorsed by others whose opinions are entitled to respect. But is it true? Is it certain that there is no such thing as luck at cards? No one will deny that every regular player has his "runs" of bad cards and good cards, sometimes lasting over a considerable period.

There are days and sometimes even weeks when nothing can go right. You may call as well as you will and play as steadily as you like but through some apparently diabolical combination of the cards everything goes wrong. And there are those other times which always seem briefer—or is it that they bite less deeply into the memory?—when everything goes right. The deepest finesses come off. Your partner has just the right cards to fit your hand, and you proceed from triumph to triumph and are able to play up your luck to your heart's content. It is a queer and fascinating thing.

Who has not seen a thoroughly bad player in one of these "runs." He throws away trick after trick. He could have had the rubber again and again. But he blunders on, and his cards are so good that in the end he profits by his mistakes, not in the sense of learning how to avoid them in the future but by winning a larger rubber than he otherwise would have done. The cards are supposed "never to forgive." They certainly never forgive when you are in a bad run. One little slip in calling or in play and you never get another chance of winning the rubber that for one critical moment was within your grasp, but while the "good run" was on you could play any pranks you pleased.

Now, of course, no experienced player will attempt to deny the existence of these strange runs of good and bad cards; but what I understand is meant by these players who pride themselves especially upon freedom from any kind of superstition is that they cannot properly be attributed to luck, but that they are regulated by those "laws of chance" which have been analysed so learnedly by Professor Karl Pearson and others. These "laws of chance"—it always seems to me paradoxical to speak of "laws" of chance—are said to prove that if you throw up a coin a certain number of times (I forget how many) heads and tails are bound to equalise.

* * * * *

But even supposing that it is established that luck averages itself out, and that in the long run every player of cards holds an equal number of good hands and bad hands, it is impossible to put a time limit upon it. Viewing every time you sit down to the card table as a fresh transaction when you start *de novo*, there is no *reason* why because you held bad cards yesterday you should hold good cards to-day.

You cannot put any particular term upon the period when your luck is bound to equalise. You might average bad cards for one, two, three, four, or five years just as easily as you might average bad cards for one, two, three, four, or five days or weeks. The experience of the majority probably shows that if accurate observation be kept, the cards do equalise themselves within a certain definite period.

But to me, at any rate, this does not seem to finish the argument. There exist in almost every club a certain number of men, not always by any means bad players, who have a settled reputation as bad card-holders. They are the "Jonahs," and everyone fights shy of them. How often do you hear the remark, "Oh, So-and-so is not a bad player, but he is a shocking card-holder. No one can ever win a rubber with him. He's a regular Jonah." And there are others who are such notoriously good card-holders that they seem to think they have a divine right to good cards, and who, on the rare occasions when they do hold thoroughly bad hands, resent it as an inexplicable oversight on the part of Providence.

* * * * *

Granted that some players blame their ill-luck often when they should blame their own calling or play, the converse is likewise true, and players frequently attribute to their own skill what is really due to the luck of the game. For, when all is said and done, I refuse to believe that luck is a matter that can be reduced to law. You may try to prove to me that the club "Jonah" is merely passing through an unlucky stage and that if we followed his career long enough we should see matters equalising themselves. But personally I do not believe it. So long as the element of luck exists in everyday life, and some men get more or less than their deserts in their daily adventures, why should not the same principle apply in cards? I hold that there are consistently lucky and consistently unlucky players. They are in the minority, but they exist.

* * * * *

The majority of card-players are superstitious. They may not admit it, but they are. The man who moves into the winning seats or who takes the winning pack of cards is only obeying a superstitious instinct, although he may try to disguise the fact to himself by saying he is following "the run of the cards," which, in his quaint idea, is not superstition. The superstitions of card-players are numerous and various. Personally I like them, as adding colour to life, and I cultivate them, although I should not be prepared to go to the stake for any one of them. I know several men who, when called upon to choose their seat, will only move the way of the sun and the port.

Another will never accept a cigarette from his opponents. Yet another will always look at the last card dealt to him first and derive inspiration for his call therefrom. Another, again, will only play at a certain table, while one man I know can only win, according to his own account, when he carries a certain mascot in his waistcoat pocket. To drop a card on the floor when playing is a bad omen. You will not win if you abuse your cards or play with a crosseyed man. How very childish! Perhaps, and yet how very human! And surely there is something to be said for this childish attitude in a world where, after all, we know little for certain and least of all the workings of that capricious thing we call Luck.—A.E.M.F., in the "Daily Mail."

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

PRICES $1.25 and $2.25

"FASHIONABLE" LADIES ARRESTED.

NEW TRAGI-COMIC SUMPTUARY LAW IN BAVARIA.

The Munich Commandant recently issued an order giving power to the police to effect the arrest of ladies who are very fashionably dressed. Conspicuous dress, it is stated, means waste, which is not permissible in war time.

The first arrest occurred within two hours of the issue of the order, the lady belonging to one of the best military families in Bavaria. She was taken to the police headquarters, but was released, after a few hours' detention. The lady was warned to dress in a more simple fashion.

The Munich papers are unanimous in their protest against the order under which the police are made the judges of ladies' fashion and propriety in dress.

The issue of the order has caused amusement throughout Germany.

GERMAN OFFICER ON VERDUN.

The "Basler Nathrichten," hitherto notoriously pro-German, published a letter from a young German officer referring to the heavy officer losses before Verdun. The terrible ferocity of the fighting was incredible and there was a tempest of French shells. He concludes: "We are now within a hundred yards of the French lines but all our roads are under the enemy's fire. We are unable to bury our dead or pick up our wounded. Our rations reach us sometimes, oftener not, as the men bringing supplies are constantly shot. Few of us have any hope of emerging from this hell alive."

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

SINGAPORE, May 19th.

STERLING SHARES.

Nom.	Value.	Buyers.	Sellers.
2/-	Allagar	2/-	2/4½
£ 1	Anglo-Java	20/6	25/-
2/	Anglo-Malay	10/-	11/6
£ 1	Ayer Kuning	17/6	22/6
2/-	Batang Malaka	2/7½	3/-
£ 1	Batu Caves	220/-	230/—nom
1	Batu Tiga	60/-	67/6
2/-	Bekoh	2/6	2/9
£ 1	Bukit Kajang	45/-	50/-
2/-	Bukit Mertajam	3/3	4/-
£ 1	Bukit Rajah	100/-	110/-
2/-	Bukit Selangor	1/6	2/-
2/-	Bukit Sembawang	2/6	2/9
£ 1	Castlefield	87/6	77/6
2/-	Chersonese	3/6	4/-
2	Chimpul 1/8 p.d.	1/6	1/9
2/-	Cicely Ord.	15/-	17/6
2/-	" Pref	15/-	17/6
2/-	Consolidated M.	10/-	12/-
£ 1	Damansara	60/-	65/-
1	Dennistown	25/-	30/-
£ 1	Duff	5/-	6 6
2/-	Edinburgh	6/3	7/-
2/-	Galang Bessar	2/-	2/9
£ 1	Golconda	45/-	52/6
1	Hajoep	10/6—	15/-
2/-	Heawood	2/6	3/-
£ 1	Highlands and L'lands	40/-	45/-
2/-	Jasin	1/7	2/3
2/-	Kamunting	3/-	3/6
£ 1	Kapar Para	82/6	92/6
1	Kepitigalla	15/-	20/-
2/-	Kombok	2/6	3/-
2/-	Kota Tinggi	2/-	2/9
£ 1	Kuala Lumpur	72/6	82/6
2/-	Labu (F.M.S.)	7/-	8/-
£ 1	Lanadron	40/-	45/-
1	Langon	37/6	43/-
1	Ledbury	40/-	47/6
2/-	Lingri Ord.	18/9	20/-
2/-	London Asiatic	6/9	7/9
£ 1	Lumut	37/6	42/6
1	Malacca 7½% Pref.	80/-	85/-
1	" Ord.	80/-	90/-
	Malayalim	22/6	26/-
2/-	Merliman	4/6	5/-
£ 1	Mount Austin	18/-	21/-
1	Nordanal	20/-	22/6
2/-	Padang Jawa	2/-	2/9
2/-	Pataling	29/-	31/9
£ 1	Pegoh	45/-	50/-
2/-	Perak	4/-	5/3
£ 1	Permas	25/-	30/-
2/-	P. Dickson Lukut	2/-	2/7½
£ 1	Rembia Pref.	23/-	30/-
1	Rembia Ordy	22/6	28/-
2/-	R. Est of Krian	2/4	3/-
£ 1	Rubber Invest Trusts 17/6 p.d.	17/6	20/-
1	Seafield	70/-	77/6
2/-	Selangor	19/-	22/-
£ 1	Sendayan	27/6	35/-
1	Seremban	20/-	25/-
1	Sialang	42/6	45/-
2/-	Singapore Para	2/7	3/-
2/-	Singapore United	2/4	2/8
2/-	Straits S. Bertam	4/-	5/-
2/-	Sumatra Para	6/6	7/3
£ 1	Sungei Choh	50/-	60/-
2/-	Sungei Kapar	8/-	9/3
£ 1	Sungei Krian Pref.	40/-	45/-
1	Tebrau	55/-	65/-
2/-	United Serdang	11/-	12/-
£ 1	Utd. Sua Betong	32/6	37/6
2/-	United Sumatra	4/9	5/9
2/-	United Temiang	2/3	2/6
2	Val d'or	2/-	2/6
2/-	Vallambrosa	15/6	17/-
2/-	Yau Seng	5/-	6/-

DOLLARS

$ 1	Alor Gajah	$ 3.50	3.80
10	Ayer Hitam	35.00	40.00 nom
1	Ayer Kuning	1.20	1.30
1	Ayer Molek	2.10	2.25
5	Ayer Panas	3.75	3.25
1	Balgownie	4.20	4.50
10	Bukit Timah	13.00	17.00
1	Bukit K. B.	0.85	0.90
1	Bukit Katil	0.80	0.87½
1	Bukit Jelotong	0.87½	0.87½
5	Changkat S'dang	8.50	9.50
1	Glenealy	1.65	1.75
5	Haytor	10.00	10.25
10	Indragiri	14.50	15.00
1	Jeram Kuantan	1.60	1.70
1	Jimah	1.05	1.15
5	Kalumak	5.00	5.25
2	Kempas	5.75	6.90
5	Lenas	5.55	5.75
1	Malay Pinda	1.80	1.90
2	Malakoff	4.25	4.75
1	Mandai Tekong	0.72½	0 80
5	Mergui	4.00	4.25
2	New Serandah	3.05	3.20
5	Nyalas	5.25	5.50
5	Pajam	16.00	17.00
1	Pantai	1.53	1.70
10	Pulau Bulang pd.	$8.50 4.00	4.50
1	Punggor	0.60	0.70
5	Radella	9.50	10.00
2	Sandycroft	11.50	12.00
1	Semborong	0.37½	0.35
	Sungei Bagan	2.40	2.50
1	Tambalan	0.72½	0.77½
10	Tanah	18.00	19.25
5	Telok Anson	9.00	9.50
2	Trafalgar	1.40	1.50
2	Ulu Pahang	0.60½	0.70
1	United Malacca	1.15	1.25

Vessels Advertised as Loading

Destination.	Vessels.	Agents.	Date of Leaving.
Australia Ports, &c.	St. Albans ...	Gibb Livingston & Co.	June 2, at 11 a.m.
Australia Ports, &c.	Empire ...	Gibb Livingston & Co.	July 1, at 11 a.m.
B'bay v. S'pore & C'bo	Yetorofu Maru ...	Nippon Yusen Kaisha	June 9.
B'bay, v. S'pore, C'bo.	Luzon Maru ...	Osaka Shosen Kaisha	June 3, at 7 a.m.
Batavia, Samarang, &c.	Hokuto Maru ...	Dodwell & Co. Limited	June 6.
Delagoa Bay, L'don &c	Surat ...	The Bank Line, Ld...	About June 2.
Honolulu via Japan &c	Kiyo Maru ...	Toyo Kisen Kaisha ...	July 11, at Noon.
Haiphong ...	Kaifong ...	Butterfield & Swire...	June 2, at Noon.
London & Bombay &c	Novara ...	P. & O. S. N. Co....	June 2 at Noon.
London & Bombay &c	Nagoya ...	P. & O. S. N. Co....	June 16.
London v. S'pore &c	Kamo Maru ...	Nippon Yusen Kaisha	June 6, at Noon.
London & S'pore &c...	Katori Maru ...	Nippon Yusen Kaisha	June 22, at Noon.
London ...	City of Lincoln ...	The Bank Line, Ld...	June 6.
Manila ...	Loongsang ...	Jardine, M'son & Co. Ld	June 3, at 3 p.m.
Manila ...	Yuensang ...	Jardine, M'son Co. Ld	June 10, at 2 p.m.
Manila, A'tralian Port.	Changsha ...	Butterfield & Swire ...	July 5.
Manila, Cebu & Iloilo	Chinkua ...	Butterfield & Swire ...	June 6, at 4 p.m.
N'kai, Kobe & Y'hama	Nikko Maru ...	Nippon Yusen Kaisha	June 13, at 10 a.m.
Moji, Kobe & Y'hama	Banri Maru ...	Dodwell & Co. Limited	June 1.
San F'cisco, v. Japan	Shinyo Maru ...	Toyo Kisen Kaisha...	May 31, at Noon.
San Francisco v. Japan	Dairen Maru ...	Toyo Kisen Kaisha...	June 2, at Noon.
San F'cisco v. Japan	Jinyo Maru ...	Toyo Kisen Kaisha ...	June 23, at Noon.
San Francisco v. Japan	Persia Maru ...	Toyo Kisen Kaisha ...	July 4, 10.30 a.m.
San F'cisco v. N'saki	China ...	China Mail Co., Ltd ...	June 29, ?
San Francisco ...	Floridian ...	Dodwell & Co, Limited	June 3.
Shanghai ...	Choysang ...	Jardine M'son Co., Ld	June 4, Daylight.
Shanghai ...	Yingchow ...	Butterfield & Swire...	June 1, at 4 p.m.
Shanghai ...	Shantung ...	Butterfield & Swire ...	June 22, Daylight.
Shanghai ...	Nagoya ...	P. & O. S. N. Co....	About June 2.
S'hai, Kobe & Y'hama	Kashima Maru ...	Nippon Yusen Kaisha	June 2, at 10 a.m.
S'hai & Japan Ports	Nyanza ...	P. & O. S. N. Co....	May 31, at Noon.
Sydney, Melbourne &c	Tango Maru ...	Nippon Yusen Kaisha	June 13, at 4 p.m.
Sydney, Melbourne &c	Nikko Maru ...	Nippon Yusen Kaisha	July 14, at 4 p.m.
S'pore, P'ang & B'good	Tenshin Maru ...	Nippon Yusen Kaisha	June 2.
S'pore, P'ang & Cal'ta	Laisang ...	Jardine, M'son & Co. Ld	June 7, at 2 p.m.
Singapore & Penang	Sangola ...	D. Sassoon & Co., Ld.	June 2.
S'pore, Mauritius &c.	Jeseric ...	The Bank Line, Ld...	About June 5.
Swatow ...	Jardine M'son & Co. Ld	June 10, at Noon.	
S'tow, Amoy & F'chow	Haitan ...	Douglas Lapraik & Co.	June 2, at 4 p.m.
S'tow, Amoy & Tamsui	Amakusa Maru ...	Osaka Shosen Kaisha	June 4, at Noon.
Takow, S'tow & Amoy	Soshu Maru ...	Osaka Shosen Kaisha	June 7, at 9 a.m.
Victoria Tms & Japan	Tacoma Maru ...	Osaka Shosen Kaisha	June 13, at 3 p.m.
V'ria B.C., Seattle &c.	Yokohama Maru ...	Nippon Yusen Kaisha	June 7, at 4 p.m.
V'ria B.C., Seattle &c.	Sado Maru ...	Nippon Yusen Kaisha	June 27, ?

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... $15,000,000

RESERVE FUNDS—

Sterling £1,500,000 @ 2/— = $15,000,000

Silver 18,000,000

$33,000,000

RESERVE LIABILITY OF PROPRIETORS ... $15,000,000

COURT OF DIRECTORS.

W. L. Pattenden, Esq.,—Chairman.

S. H. Dodwell, Esq.,—Deputy Chairman

G.T.M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. STABB, Esq.

MANAGER:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent. per annum.
" 6 " 3 " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Feb. 19, 1916.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, May 14, 1914. 1517

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,800,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

[WM. DICKSON,
Manager.

Hongkong, July 10, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund...	550,000

BANKERS,

BANK OF ENGLAND,

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, March 27, 1916.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL... Yen 48,000,000.00
PAID-UP CAPITAL... 30,000,000.00
RESERVE FUND 20,400,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	NAGASAKI
BOMBAY	NEWCHWANG
CALCUTTA	NEW YORK
CHANGCHUN	OSAKA
DAIREN (DILNY)	PEKIN
FENGTIEN (MUKDEN)	RYOJUN (PORT ARTHUR)
HANKOW	SAN FRANCISCO
HONOLULU	SHANGHAI
HARBIN	SYDNEY
KOBE	TIENTSIN
LIAO-YANG	TSINGTAU
LONDON	TOKYO
LOS ANGELES	TSINANFU
LYONS	TSINOTAI

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, March 11, 16.

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL	f. 60,000,000 —	(£ 5,000,000)
PAID-UP CAPITAL	f. 50,000,000 —	(£ 4,166,000)
RESERVE FUND	f. 9,237,149 —	(£ 769,763)

HEAD OFFICE—AMSTERDAM.

Branches at
The Hague Rotterdam

HEAD AGENCY—BATAVIA.

Branches at

BANJERMASIN,	RANGOON,
BANDOENG,	SAMARANG,
CHERIBON,	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOURABAIA,
KOTA RADJA,	SOERAKARTA (Solo)
MAKASSAR,	TANDJONG-BALIE,
MEDAN,	TEBING TINGGI (Deli)
PADANG,	TEGAL,
PALEMBANG,	TELOK BETONG,
PEKALONGAN,	TJILATJAP,
PENANG,	WELTEVREDEN.
PONTIANAK,	

Correspondents at Bombay, Colombo Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c. &c.

LONDON BANKERS:—The Union of London and Smith's Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

J. F. VAN REES,
Agents.

Hongkong, Feb. 6, 1915.

VISITORS HOTELS.

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Mr H. Bickerton	
Mr R. J. Birbeck	Mr S. Longfield
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Mr C. H. Brown	Dr. O. Marriott
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Mr T. J. Burns	Mrs F. McGarity
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Mr and Mrs Butterworth and family	Mr P. K. Mehta
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Mrs. & Miss C. Coleman	Mr D. Mc. Murray Rev. and Mrs D. S.
Mr H. A. R. Conant	Oyler
Mr N. Croucher	Dr and Mrs Pearce
Mr and Mrs F. E. Davis	and child Mr F. Powell
Mr. and Mrs. H. P. Day	Mr E. H. Ray Mr R. Rouse
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Mrs C. Finlayson	Mr and Mrs S. M. Somerton
Mr J. Gibb	Mr V. Sorby
Mr and Mrs L. A. Goldsmith	Mr and Mrs J. Speed
Mr A. G. Gordon	Capt. J. Speed
Mr V. Goulbourn	Mr J. Stalker
Mr and Mrs P. J. Gray	Mr A. B. Sorensen
Mr G. Hamel	Mrs Stirling and son
Mr and Mrs W. A. Hannibal	Miss Stirling
Mr A. Hanson	Mr J. W. Stockhouse
Mr G. Harper	Mr H. H. Taylor
Mr W. Hetherington	Mr A. L. Tozer
Mr A. Hicks	Mr E. M. Tozer
Mr W. B. Hind	Mr S. P. White
Mr W. J. Hodge	Mrs C. E. Wilkerson
Mrs A. E. Hodgins	Mr G. G. Wood
Mr and Mrs L. G. Holgate	Mr James Wright

PEAK HOTEL.

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Mrs Bowdler	Mr and Mrs H. van
Mr F. W. Cary	Meines
Mr and Mrs D. C. Casulli	Mr and Mrs Charles Meurer
Mr and Mrs W. L. Cooper	J. Lt.-Col. and Mrs Nicholson, R.A.M.C.
Col. Darling, R.E.	and children
Mr W. J. Dexter	Mr T. L. Perkins
Mrs E. J. Dingle	Mr and Mrs W. E.
Mr Denman Fuller	Roberts
Dr. Gibson	Mr C. Skott
Mr and Mrs B. A. Hale	Mr & Mrs A. Findlay Smith
Mr F. A. Hazeland	Mr & Mrs V. Findlay
Mr Lee Jones	Smith
Mr N. Linder	Mr & Mrs L. Grant
Mr and Mrs Neil	Smith and child
MacIntyre & child	Major-Gen. Venter

KING EDWARD HOTEL.

Mrs R. Almond	Mrs Olden and child
Mr G. Baumerman	Mrs W. C. Passmore
Mr and Mrs T. S. Cheng	Mrs Pearmain
	Mr W. J. Pringle
Mr C. Fritz	Mr and Mrs Puccio
Mr T. van de Graaff	and family
Mr T. N. Gregory	Mr and Mrs C. E. Richardson
Mr T. Gunn	
Mr and Mrs Hammes	Mr J. Sim
Mr and Mrs Wm. Jackson	Mr F. M. Sowers Miss M. Spiers
Mr J. Joseph	Mr A. Vander Star
Mr A. Lambden	Mr C. Starkey
Miss E. G. Lambden	Miss L. Tong
Mr T. Lecman	Mr H. Thornton
Mr H. McTavish	Mr Van Vliet
Mr H. Murphy	Mrs Watson
Mr and Mrs C. A. Mutton	Mr D. E. Wetzel Mr H. Wynnstan
Mr E. C. Norris	

To-day's Advertisements

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the THIRTY FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 9th day of June, 1916, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 6th June to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 31, 1916. 705

NOTICE TO CONSIGNEES.

THE STEAMSHIP *FLORIDIAN*.

FROM SAN FRANCISCO.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th June at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, May 31, 1916. 707

THE HANDY BOAT FOR MACAO.

THE Steamship
"CHUEN CHOW"

The ONLY BOAT LEAVING at 5 P.M. EVERY DAY.

Back again by noon on the following day,

SUNDAY—Leaves Macao 5 P.M. Arrives Hongkong about 9 P.M.

FARES :—First Class $2 Single ; $3 Return (Saloon).

First Class 80 cts. Single ; $1.50 Return (Saloon) for Chinese.

Second Class 60 cts. Single ; $1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

THE 'CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is $36 per annum ; per quarter and per mensem 'pro rata'.

The 'China Mail' is delivered free to subscribers in Hongkong and Kowloon.

Postage is Charged at the rate of 4 cents per month.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is $12 per annum : postage $1 per annum extra. Single copies twenty cents each

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL,' Hongkong. Code : A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail
華字日報

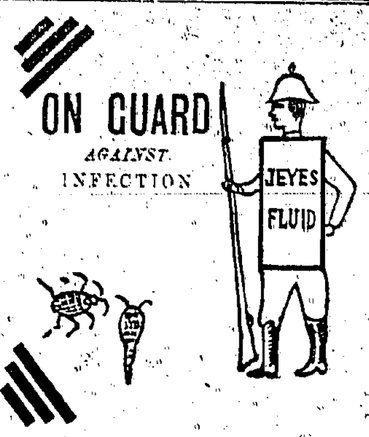
THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA, ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

$11.00 per Annum *delivered in Hongkong*.
$17.40 *to all Coast Ports*.

5, WELLINGTON STREET, HONGKONG.



Prices	
1 Gal. tin	$ 3.25
5 ,, drum	$15.00

INSIST ON
JEYES
Refuse Substitutes !

ALEX. ROSS & CO.,
Sole Agents.

TO LET

TO LET.

OFFICES in Princes Building.

Apply to—
SHEWAN, TOMES & CO.
Liquidators
REUTER BROCKELMANN & Co.
Hongkong, April 15, 1916. 542

TO LET.

HOUSE in Kowloon.

No. 2, Lyeemoon Villas.

Apply to—
CHANG YUK SHU,
C/o YEE SANG FAT Co.
34, Queen's Road Central
Hongkong.
Hongkong, May 22, 1916. 680

TO LET.

From 1st May...

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916. 511

TO LET.

A HOUSE in Knutsford Terrace.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

TO LET.

A SMALL GODOWN in Prince's Building.

For particulars etc. apply
THE HONGKONG CENTRAL ESTATE LTD.
Hongkong, May, 2, 1916. 623

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.
Hongkong, April 28, 1916. 50

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co.,
Alexandra Buildings.
Chater Road.

Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
Hongkong, May 16, 1916. 656

TO LET.

OFFICES, at 2 Connaught Road.

OFFICES in King's Buildings.
HOUSES, in CLIFTON GARDENS, Conduit Road.
No. 1, 'HILLSIDE' The Peak.
GODOWNS, at Wanchai.
Nos. 1 & 2 West End Terrace, CANTON.

Apply :—
HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED,
Alexandra Buildings.
Hongkong, Dec. 29, 1915.

Temperature.

Hongkong, May 31, 1916.

BAROMETER	9 A.M.	29.85
Do.	1 P.M.	29.84
Do.	4 P.M.	29.79
THERMOMETER	9 A.M.	81
Do.	1 P.M.	80
Do.	4 P.M.	80
Do. (Wet bulb)	9 A.M.	78
Do. (Wet bulb)	1 P.M.	78
Do. (Wet bulb)	4 P.M.	78
Do. Maximum		80
Do. Minimum (over night)		75

SHIPPING

ARRIVALS.

May 30.

Haiching, British steamer, 1,267, W. C. Passmore, Saigon May 26, Rice.—ORDER.

Floridian, American str., 6,930, G. F. Nichols, San Francisco April 20, General.—DODWELL & Co., LD.

Ume Maru, Japanese steamer, 1,983, Watanabe, Miike May 24, Coal.—M. B. K.

May 31.

Hongwan I, British str., 2,092, V. Van Egdom, Penang and Singapore May 25, General.—CHIENSE.

Tungwah, Chinese str., 746, G. Ross, Shanghai May 26, General.—C. M. S. N. Co.

Yungshin, Chinese str., 999, J. Jones, Saigon May 27, Rice.—CHINESE.

Amakusa Maru, Japanese str., 1,370, T. Konishi, Keelung May 28, General.—O. S. K.

DEPARTURES.

May 31.

Shinyo Maru, for Shanghai and San Francisco.
Empress of Japan, for Shanghai and Vancouver.
Shanghai, for Tourane.
Carmarthenshire, for Shanghai.
Chefoo, for Saigon.
Tonglee, for Bangkok.
Koura Maru, for Lima Island.
Ningchow, for Manila and Liverpool.
Unda, for Shanghai.
Bloemfontein, for New York.
Nyanza, for Shanghai and Yokohama.

CLEARED.

Chingchow, for Port Parseval.
Hanoi, for Port Bayard and Haiphong.
Kwangse, for Wuhu.
Hsin Lee, for Foochow.
Telemachus, for Saigon.

PASSENGERS.

ARRIVED.

Per *Amakusa Maru*, from Keelung, &c., Mr and Mrs Clair.

SHIPPING REPORTS.

The British steamer *Haiching* from Saigon reports : E. to N.E. winds, fine and clear weather, smooth sea.

The Chinese steamer *Hongwan I* from Singapore reports : Fresh to strong winds N.N.W. to N.N.E., squally unsettled weather generally with much rain.

The Chinese steamer *Yungshin* from Saigon reports : Moderate wind and sea, heavy showers of rain North and South off Paracel Islands and Reef.

STEAMERS EXPECTED.

Mails.

The China Mail Steamship Company, Ltd.'s s.s. *China* sailed from San Francisco on the 24th May.

Latest Advice.

The P. & O. S. N. Co.'s s.s. *Novara* left Shanghai for this port on the 29th instant, a.m. with the homeward English Mails, and is due here on the 1st June, at about daylight.

PASSENGERS EXPECTED.

Per P. & O. s.s. *Morea*.—From London April 1.—To Hongkong, Mr Harris. To Shanghai, Mr G. R. White, Mr Bestall, Mr M. Stuart, Mrs Mason.

Per N. Y. K. s.s. *Kashima Maru*, From London April 8.—To Hongkong, Mr G. L. Grieg. To Shanghai, Mr and Mrs Stuart, Mr Starling, jun., Mrs Starling and 3 children, Mr E. R. Engley.

Per N. Y. K. s.s. *Suwa Maru*, From London April 29.—To Hongkong, Mrs A. C. Clear and child. To Shanghai, Mr Jones, Miss Garrlock.

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations, taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

June 1st to 7th, 1916.

		High Water		Height	Low Water		Height
		H. M.	Hongkong Mean Time.		H. M.	Hongkong Mean Time.	
			h m	high.		h m	feet
Thur.	1	m	8 43	7.2	m	1 20	2.1
			21 25 s	6.6		14 29 s	0.8
Fri.	2	m	9 19	7.3	m	2 16	2.3
						15 s	0.6
Sat.	3	m	6 15	2.3	m	3 11	2.3
		m	9 48	7.3		3 50 s	0.7
Sun.	4	m	1 9	2.7	m	4 16	2.5
		m	10 18	7.1		6 12 s	0.6
Mon.	5	m	2 10	3.2	m	5 3	2.6
		m	10 49	6.8		7 15 s	1.1
Tues.	6	No inferior high water.			near low water.		under 1.0
Wed.	7	No inferior high water.			near low water.		under 1.0

FOR a good solid meal, a la carte or Table d'Hôte, with Wines & Liquors of the best, ALEXANDRA CAFE.

POST OFFICE NOTICES.

Saturday, the 3rd June, being a General Holiday the Post Office will be open from 8 to 9 a.m. There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes. The Money Order Office will be entirely closed.

The insured parcel service to Szechwan is temporarily suspended.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Aguilar Radio Telegraph Station :—
Empress of Japan *Shinyo Maru*
Kashima Maru

Inward Mails.

Europe (London 30th April, via Siberia), *Shantung*, 31st May.

Europe (London 3rd May, via Siberia), *Novara*, 1st June.

Shanghai, *Chenan*, 2nd June.

Europe (French Mail) *Magellan*, 2nd June.

Mails will close for :—

WUHU.
Per **Kwangse*, at 11 a.m., on Thursday, the 1st June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Yingchow*. Registration at 2.15 p.m. Letters at 3 p.m., on Thursday, the 1st June.
[Shanghai Brit. P.O., Monday, 5th June.]

SWATOW & *BANGKOK.
Per *Kanchow*, at 3 p.m., on Thursday, the 1st June.

VLADIVOSTOCK.
Per *Louther Castle*, at 5 p.m., on Thursday, the 1st June.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
(Europe via Siberia).
Per *Kashima Maru*. Registration at 5 p.m., on Thursday, the 1st June. Letters at 9 a.m., on Friday, the 2nd June.
[Shanghai Brit. P.O., Monday, 5th June.]

HAIPHONG.
Per *Kaifong*, at 10 a.m. on Friday, the 2nd June.

STRAITS.
Per **Sangola*, at 10 a.m., on Friday, the 2nd June.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE.
Per *Novara*. Registration at 10.15 a.m. Letters at 11 a.m., on Friday, the 2nd June.
The Parcel Mail will be closed on Thursday, the 1st June, at 5 p.m.

SWATOW, AMOY & FOOCHOW.
Per *Hastan*, at 2 p.m., on Friday, the 2nd June.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
(Europe via Siberia).
Per *Magellan*. Registration at 3.15 p.m. Letters at 4 p.m., on Friday, the 2nd June.
[Shanghai Brit. P.O., Monday, 5th June.]

TIMOR, AUSTRALIA, TASMANIA, NEW ZEALAND Via PORT DARWIN & NEW GUINEA Via THURSDAY ISLAND.
Per *St. Albans*. Registration at 5 p.m., on Friday, 2nd June. Letters at 9 a.m., on Saturday, the 3rd June.

SHANGHAI & NORTH CHINA.
Per *Shantung*, at 9 a.m., on Saturday, the 3rd June.

JAPAN Via MOJI.
Per *Banri Maru*, at 9 a.m., on Saturday, the 3rd June.

PHILIPPINE ISLANDS.
Per *Loongsang*, at 10 a.m., on Saturday, the 3rd June.

SWATOW, AMOY & FORMOSA Via KEELUNG.
Per *Amakusa Maru*, at 9 a.m., on Sunday, the 4th June.

SWATOW, AMOY & FOOCHOW.
Per *Hai Hong*, at 1 p.m., on Tuesday, the 6th June.

BATAVIA, SAMARANG, SOURABAYA & (PORT MORESBY Via BATAVIA).
Per *Tjitarem*, at 2 p.m., on Tuesday, the 6th June.

PHILIPPINE ISLANDS.
Per *Chinhua*, at 3 p.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Chenan*. Registration at 2.15 p.m. Letters at 3 p.m., on Tuesday, the 6th June.
[Shanghai British P.O., Saturday, 6th June.]

SWATOW, AMOY & FORMOSA Via TAKAO & ANPING.
Per *Soshu Maru*, at 8 a.m., on Wednesday, the 7th June.

FORMOSA Via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN Via MOJI, VICTORIA & SEATTLE.
Per *Yokohama Maru*. Registration at 2.15 p.m. Letters at 3 p.m., on Wednesday, the 7th June.

STRAITS, CEYLON, DURBAN, CAPE TOWN, TENERIFFE & LONDON.
Per *Kamo Maru*, at 11 a.m., on Thursday, the 8th June.

JAPAN Via NAGASAKI.
Per *Nikko Maru*, at 9 a.m., on Monday, the 12th June.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA via THURSDAY ISLAND.
Per *Tango Maru*. Registration at 2.15 p.m. Letters at 3 p.m., on Tuesday, the 13th June.

* Superscribed correspondence only.
† Superscribed correspondence for places other than Honolulu.

WEATHER REPORT.

On the 31st at 11.30.—Pressure has decreased slightly over Tongking and Luzon. It has increased slightly along the east coast of China.

A depression lies over the Sea of Japan.

At 6 a.m. this morning the typhoon was in about latitude 19° N. and 110° E. moving N.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.27 inches.

Forecast for the 24 hours ending at noon on the 1st June.

1.—Hongkong to Gap Rock : E. to S.E. winds, moderate to fresh, squally ; over east, rainy.

2.—Formosa Channel : N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks : The same as No. 2.

4.—South coast of China between Hongkong and Hainan : E. to S. winds, fresh to strong, squally.

EXCHANGE.

Hongkong, May 31, 1916.

On London—	
Bank Wire	2/1⅛
,, On demand, ...	2/1⅛
,, 30 days' sight	2/1⅛
,, 4 months' sight, ...	2/1⅛
Credits, 4 months' sight, ...	2/2⅛
Documentary, 4 months' sight	2/2⅛
On Paris—	
On demand, ...	299½
Credits, 4 months' sight,	310
On Berlin—	
On demand, ...	——
On New York—	
On demand, ...	50⅜
Credits, 60 days sight, ...	——
On Bombay—	
Wire, ...	——
On demand, ...	157½
On Calcutta—	
Wire, ...	——
On demand	157½
On Singapore—	
On demand, ...	90
On Manila—	
On demand, ...	99½
On Shanghai—	
On demand	71 n.
30 days' sight (private paper)	——
On Yokohama—	
On demand, ...	99½
Gold Leaf, 100 fine (per tael)	54.80
Sovereigns (Banks' Buying rate)	99.35 n.
Silver, (per oz.)	32⅝ d.
Bar Silver in Hongkong ...	15 ⅛ n.p.
Chinese Copper Cash	par
Chinese Copper Cents... ...	1 ⅛ dis.
Rate of Native interest ...	6½ ⅛ p.a.
Chinese Sub. Coin... ...	14½ ⅛ dis.
Hongkong Sub. Coin	3 ⅛ dis.

ROYAL OBSERVATORY. HONGKONG DAILY WEATHER REPORT.

MAY 31, 1916.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Nemuro	8 a.	—	—	—	E	1	—
Hakodate	,, 5 a.	29.83	—	—	N	1	—
Tokio	,,	29.75	—	—	E	1	—
Kochi	,,	29.80	—	—	SSW	1	—
Nagasaki	,,	29.89	—	—	WSW	1	—
Kagoshima	,,	29.88	—	—	—	0	—
Oshima	,,	—	—	—	NW	1	—
Naha	,,	—	—	—	—	—	—
Ishi'jima	,,	—	—	—	—	—	—
Bonin Island	,,	29.95	—	—	—	—	—
Otafoo	6 a.	—	—	—	S	1	—
Weihaiwei	,,	29.83	58	81	SSW	4	b
Hankow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang	,,	—	—	—	—	—	—
Ohangsha	,,	—	—	—	—	—	—
Shanghai	,,	29.89	61	98	SE	2	b
Inmisaf	,,	29.88	63	94	SE	2	b
Sharp Pk	,,	29.96	75	90	ENE	2	b
Amoy	9 a.	29.88	76	92	NE	2	o
Swatow	6 a.	—	—	—	—	—	—
Taihoku	5 a.	29.82	73	92	SSE	2	o
Taihu	,,	29.80	75	—	—	0	o
Tainan	,,	29.79	75	—	ENE	2	b
Koshun	,,	29.78	77	—	NNE	2	b
Pescadores	,,	29.79	79	—	NNE	4	o
Canton	6 a.	29.75	77	95	SE	1	b
Hongkong	,,	29.74	77	89	NE	1	of
Gap Rock	,,	—	—	—	—	—	—
Macao	,,	29.71	79	100	ENE	4	r
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Phuilien	6 a.	29.72	77	98	NNW	2	of
Tourane	,,	29.69	77	—	SW	2	b
C. St. James	,,	—	—	—	—	—	—
Aparri	,,	29.76	77	92	W	2	o
Dagupan	,,	29.74	77	91	W	1	o
Manila	,,	29.76	75	92	SE	1	o
Legaspi	,,	29.76	77	94	—	0	o
Tacloban	,,	—	—	—	—	—	—
Iloilo	,,	—	—	—	—	—	—
Surigao	,,	—	—	—	—	—	—
Labuan	,,	29.77	80	95	SW	4	b

T. F. CHALTON, *Director*,
Hongkong Observatory, May 31, 1916.

1. BAROMETER, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY in percentage of saturation the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND according to Beaufort Scale.
6. STATE OF WEATHER, c clear sky c occasional cloud d drizzling rain, f fog, g gloomy, h hail, l lightning o overcast, p passing showers, q squally, r rain, thery thunder, v visibility under 6 miles (west).
7. WAVE in inches, tenths and hundredths.

HONGKONG REGISTER.

	Previous Day at 9 p.m.	On date at 9 a.m.	9 p.m.
Barometer	29.79	29.80	29.82
Temperature	84	77	76
Humidity	67	89	98
Direction of Wind	E	NE	—
Force	4	1	0
Weather	c	of	cr
Rain	—	2.27	—

Highest open air temperature on the 30th...75
Lowest open air temperature on the 30th...73

T. F. CHALTON, *Director*.
Hongkong Observatory, May 31, 1916.

SHARE REPORT.

MAY 31ST, 1916.

Stock and paid up Value.	Official Q'tions 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
BANKS.			
Hongkong & Shai $125	$745 b.	Div. £4/6 and bonus 5/- a/c 1915	6¼ p.c.
MARINE INSURANCES.			
Cantons$ 50	$400		
North Chinas£5	T. 175	$7 final a/c 1914, $18 Interim a/c 1915	5 p.c.
Unions $100	$910	Int. 12½ % a/c 1915	
Yangtszes$ 50	$290	Final of $20 and bonus $10 a/c 1914. Interim of $30 a/c 1915	6½ p.c.
FIRE INSURANCES.		Final of $15 making $18 for 1914 and int. of $6 on account 1915 ...	7½ p.c.
China Fires$ 20	$156	$7 and bonus $2 for 1914.	5½ p.c.
Hongkong Fires ...$ 50	$370	$27 for 1914	6¾ p.c.
SHIPPING.			
Douglas Steamships $50	$129 sa.	$5 Int for 1915/1916 ...	p.c.
Steamboats$ 25	$22	$1 for 1915.....	p.c.
Indo-Chinas :—			
(Preferred).....	$45	6/- for 1915	
(Deferred)	$117 b. $117½ sa.	10/- Bonus.....	
		6/- for 1915	
"Shell" Transports £1	96/- sa.	2/- a/c 1915 Coupon 25	
'Star Ferry'$ 10	$38	$1.50 dividend 40 cents Bonus for year ending 30.4.15	5½ p.c.
REFINERIES.			
China Sugars$100	$107½	$12 for 1915	
Luzon Sugars$100	$60	$5 for 1915.....	
MINING.			
Kailans£1	27/-	1/- a/c 1915/16, Coupons Nos. 7	
Langkats gdrs. 10	T. 26½	Tls. 1 for 1915	
Raubs.....£1	$2.90 sa.		
Tronoh Mines£1	39/-	2/- a/c 1915.....	
Ural Caspians£1	33/-	1/- interim 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$79 b. 80 sa.	$3½ for 1915	4½ p.c.
H.K. & Whampoa Docks.....$ 50	$116	$5 a/c 1915	4½ p.c.
Shanghai Docks T. 100	T. 73 b.	Tls. 3 for year ending 30.4.15	
Hongkew Wharfs T. 100	T. 90	Tls. 3 for 1915	5½ p.c.
HOTELS, LANDS AND BUILDINGS			
Hongkong Hotels...$ 50	112	$5 a/c 1915	
Central Estates ...$100	$98 s.	$7 a/c 1915.....	8 p.c.
Hongkong Lands...$100	$100 b.	$7 a/c 1915.....	
Humphreys Estates $ 10	$7	35 cents for 1915	6 p.c.
Kowloon Lands ...$ 50	$38	$2½ for 1915	12 p.c.
West Points$ 50	$36 s.	$4½ a/c 1915	7½ p.c.
Shanghai Lands T. 50	T. 95	12½ for 1915 and 1 tael bonus	
COTTON MILLS.			
Ewos T. 50	T. 130	Tls. 16 for year ending 31.10.15	11 p.c.
Shanghai Cottons T. 50	T. 82 b.	Tls. 6 div. & Tls. 1½ bonus for year ending 30.6.5	7½ p.c.
			12 p.c.
Kung Yik.....T. 10	T. 12	Tls. 1½ for 1915.....	
Yangtszepoos T. 5	T. 5		
MISCELLANEOUS.			
China-Borneos$ 12	$8½	72 cts. for 1915.....	8½ p.c.
Light & Powers ...$ 5	$4.40 b.	6 p.c. for year ending 28.2.06	
China-Providents $ 10	$9 s.	70 cents for 1915	9 p.c.
			7 p.c.
Dairy Farms.....$ 6	$34½	$1.25 for year ending 31.7.15	
Green Islands$ 10	$9.10 b.	60 cents for 1915	4½ p.c.
			6 p.c.
Hongkong Electrics $ 10	$44½ b.	$2 for 1914/1915	5 p.c.
Hongkong Ices$ 25	$170	$11 a/c 1915	
Hongkong Ropes ...$ 10	$33 sa.	$3 a/c 1915.....	8 p.
Hongkong Tramways 5/-	$6.30	30 cents a/c 1915	5 p.c.
Morning Posts$ 25	$29	$2 for 1915	8 p.c.
Peak Tramways ...$ 10	$9½ b.		
do. (new) $ 1	70 cts.	7% a/c for 1914/1915 ...	7 p.c.
Steam Laundry.....$ 5	$3½	25 cents for 1914/1915...	7 p.c.
Union Waterboats $ 10	$14 b.	$1 for 1915.....	5½ p.c.
Watson$ 10	$7.60	70 cents for 1915	10 p.c.
William Powell.....$ 7	$6 b.	50 cents for 1913/1914...	7½ p.c.

s.—sellers. sa.—sales. b.—buyers.

Telegraphic Add : "RIALTO" MOXON & TAYLOR.
Telephone No. 990—P.O.B. No. 111. Share and General Brokers.

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